



CHICAGO PLAN COMMISSION

Department of Planning and Development

917 West Fulton Market

Near West Side / 27th Ward / Ald. Burnett

Developer: Fulton St. Companies

Designer: Morris Adjmi Architects

Attorneys: Akerman

JULY 15, 2021



Project Description

The applicant is proposing to rezone the site from C1-1 and C1-2 (Neighborhood Commercial District) to DX-5 (Downtown Mixed-Use District) and then to a Business Planned Development.

The applicant proposes to construct an 11-story, 153'-4"- tall building with ground floor commercial space, and office use above and renovate an existing six-story, 87'-tall building to accommodate ground floor commercial or office space, with office space above.

The entire project will contain 111 accessory vehicular parking spaces and 73 bicycle parking spaces. A 3.1 FAR (Floor Area Ratio) bonus will be taken and the overall FAR of the planned development will be 8.1.

Community Area Snap Shot

Demographic Data: Near West Side

GENERAL POPULATION CHARACTERISTICS, 2014-2018

	Near West Side	City of Chicago	CMAP Region
Total Population	62,733	2,718,555	8,511,032
Total Households	28,208	1,056,118	3,107,682
Average Household Size	2.2	2.6	2.7
% Population Change, 2000-10	18.2	-6.9	3.5
% Population Change, 2010-18	14.3	0.9	0.9
% Population Change, 2000-18	35.1	-6.1	4.5

Source: 2000 and 2010 Census, 2014-2018 American Community Survey five-year estimates.

RACE AND ETHNICITY, 2014-2018

	Near West Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
White non-Hispanic	25,940	41.3	892,323	32.8	4,367,579	51.3
Hispanic or Latino	5,890	9.4	788,140	29.0	1,944,675	22.8
Black non-Hispanic	17,616	28.1	808,165	29.7	1,419,547	16.7
Asian non-Hispanic	11,658	18.6	172,991	6.4	603,513	7.1
All other categories	1,629	2.6	56,936	2.1	175,718	2.1

Source: 2014-2018 American Community Survey five-year estimates.

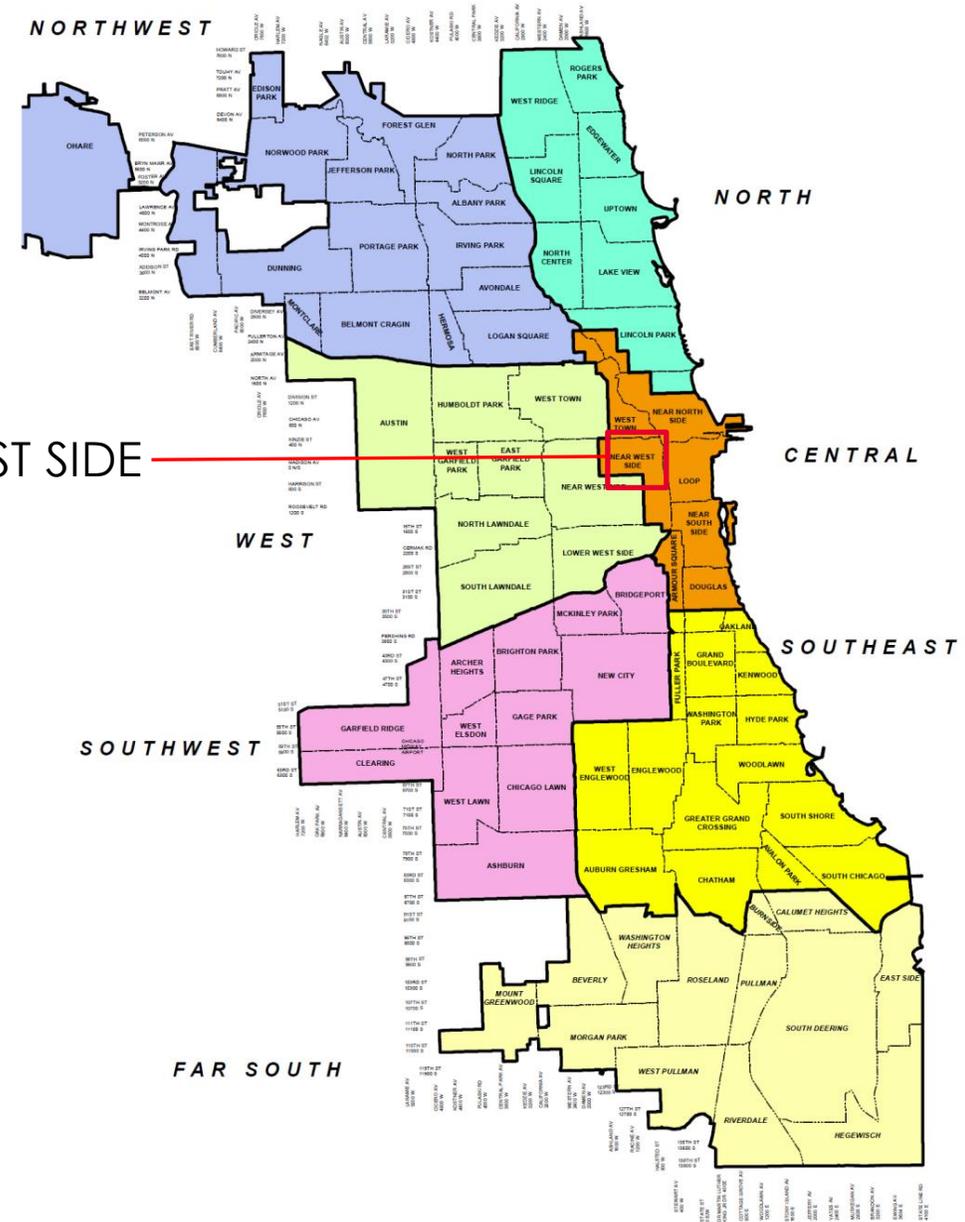
Universe: Total population.

AGE COHORTS, 2014-2018

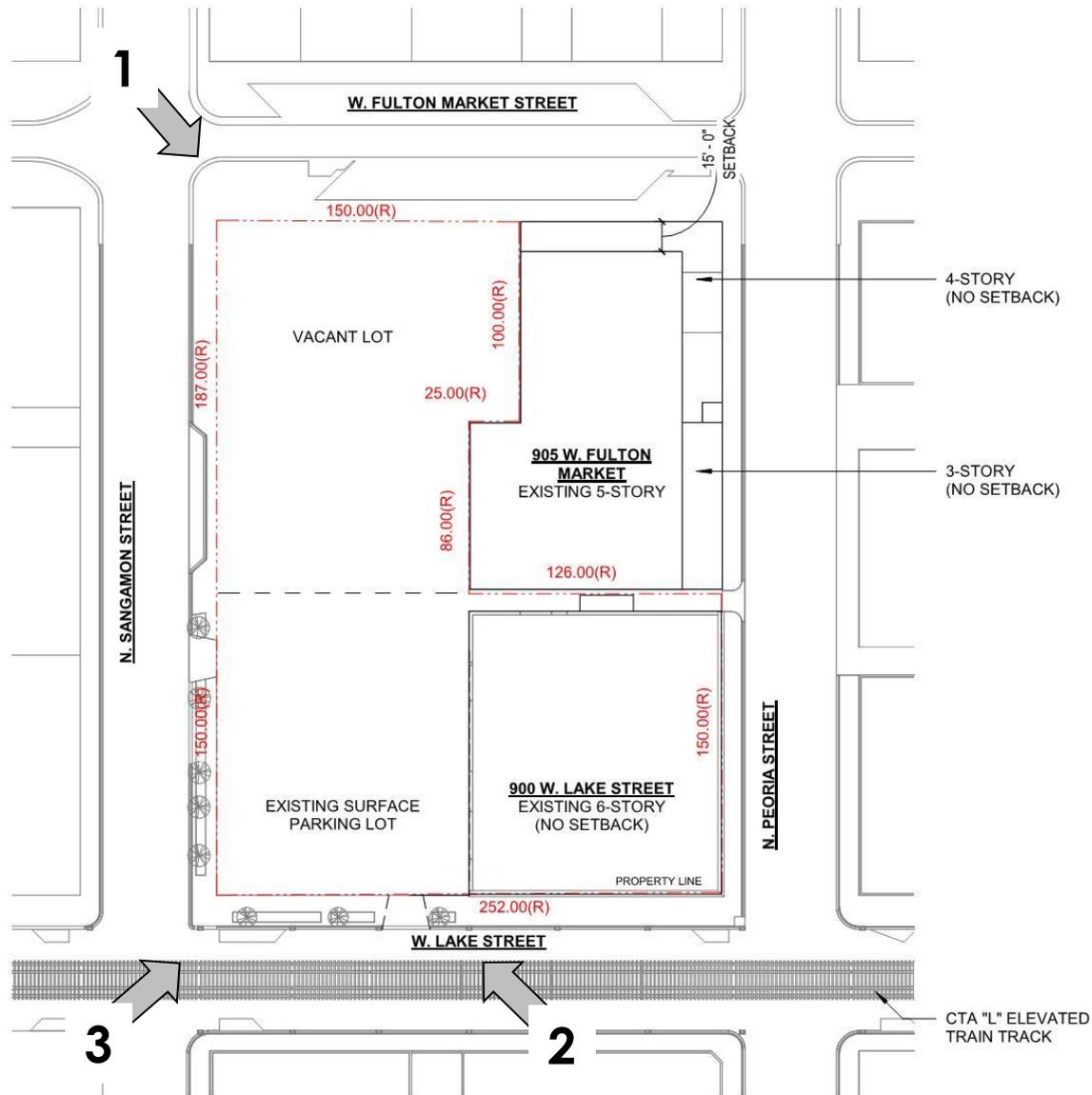
	Near West Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
19 and Under	11,833	18.9	644,967	23.7	2,191,110	25.7
20 to 34	26,644	42.5	745,153	27.4	1,807,984	21.2
35 to 49	12,873	20.5	545,576	20.1	1,713,974	20.1
50 to 64	6,857	10.9	455,877	16.8	1,641,420	19.3
65 to 74	2,981	4.8	189,225	7.0	669,758	7.9
75 to 84	1,209	1.9	98,507	3.6	337,105	4.0
85 and Older	336	0.5	39,250	1.4	149,681	1.8
Median Age*	30.9		34.3		37.2	

Source: 2014-2018 American Community Survey five-year estimates.

Universe: Total population.



NEAR WEST SIDE
(CCA)



1 View from Sangamon St. and Fulton Market St.

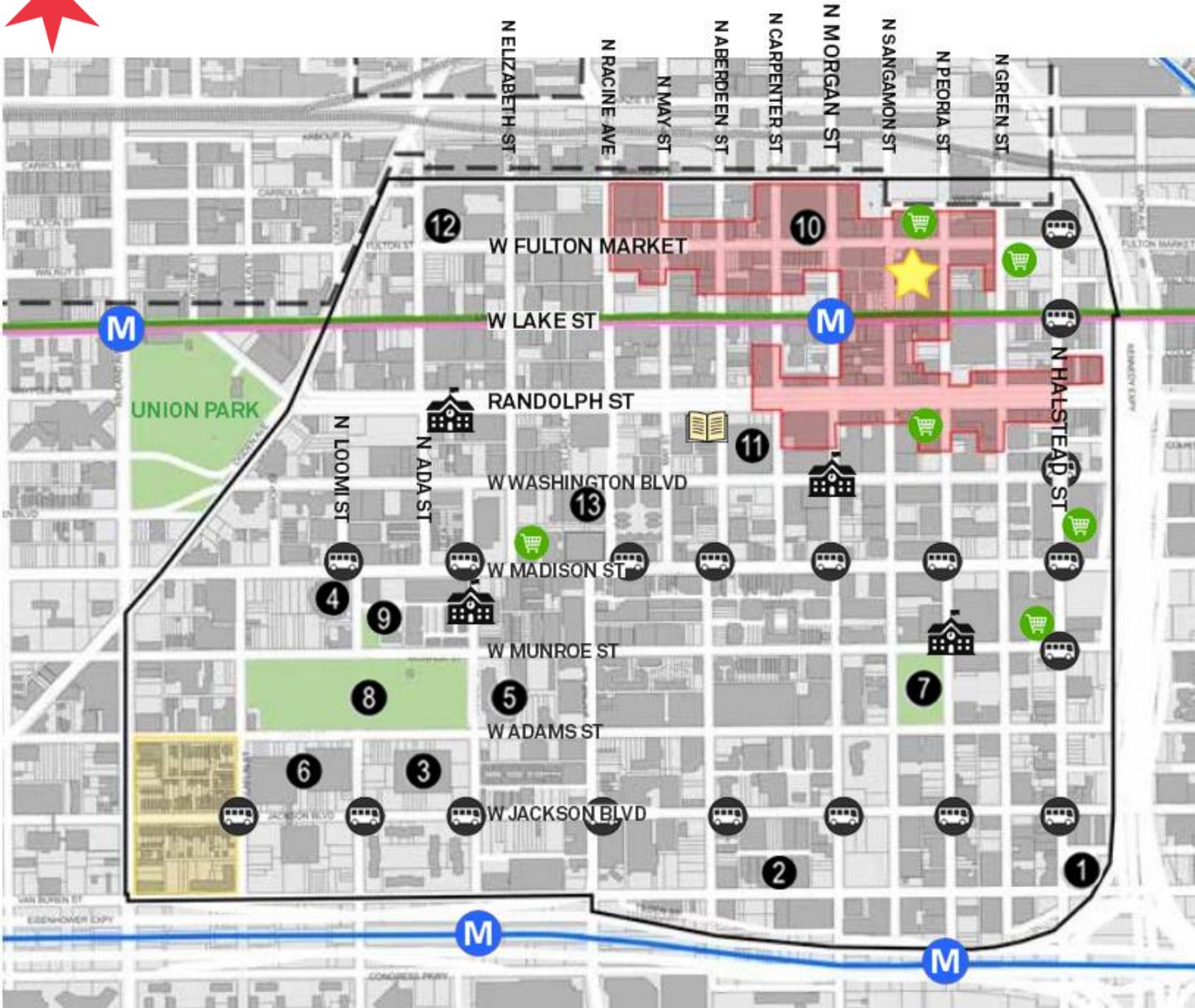


2 View from Lake Street looking West



3 View from Lake Street and Sangamon Street

EXISTING SITE PLAN AND PHOTOS



LEGEND

- Study Area Boundary
- Project Site
- CTA Blue Line
- CTA Green Line
- CTA Pink Line
- Kinzie Planned Manufacturing District
- Jackson Boulevard District
- Fulton-Randolph Market District

Significant Institutions

- 1. National Hellenic Museum
- 2. YMCA of Metropolitan Chicago
- 3. Chicago Police Training Division
- 4. Office of Emergency Management & Communications

Schools

- 5. Mark T. Skinner West Elementary School
- 6. Whitney M. Young Magnet High School

Schools & Montessoris

Libraries

Transit Station

Bus Stop

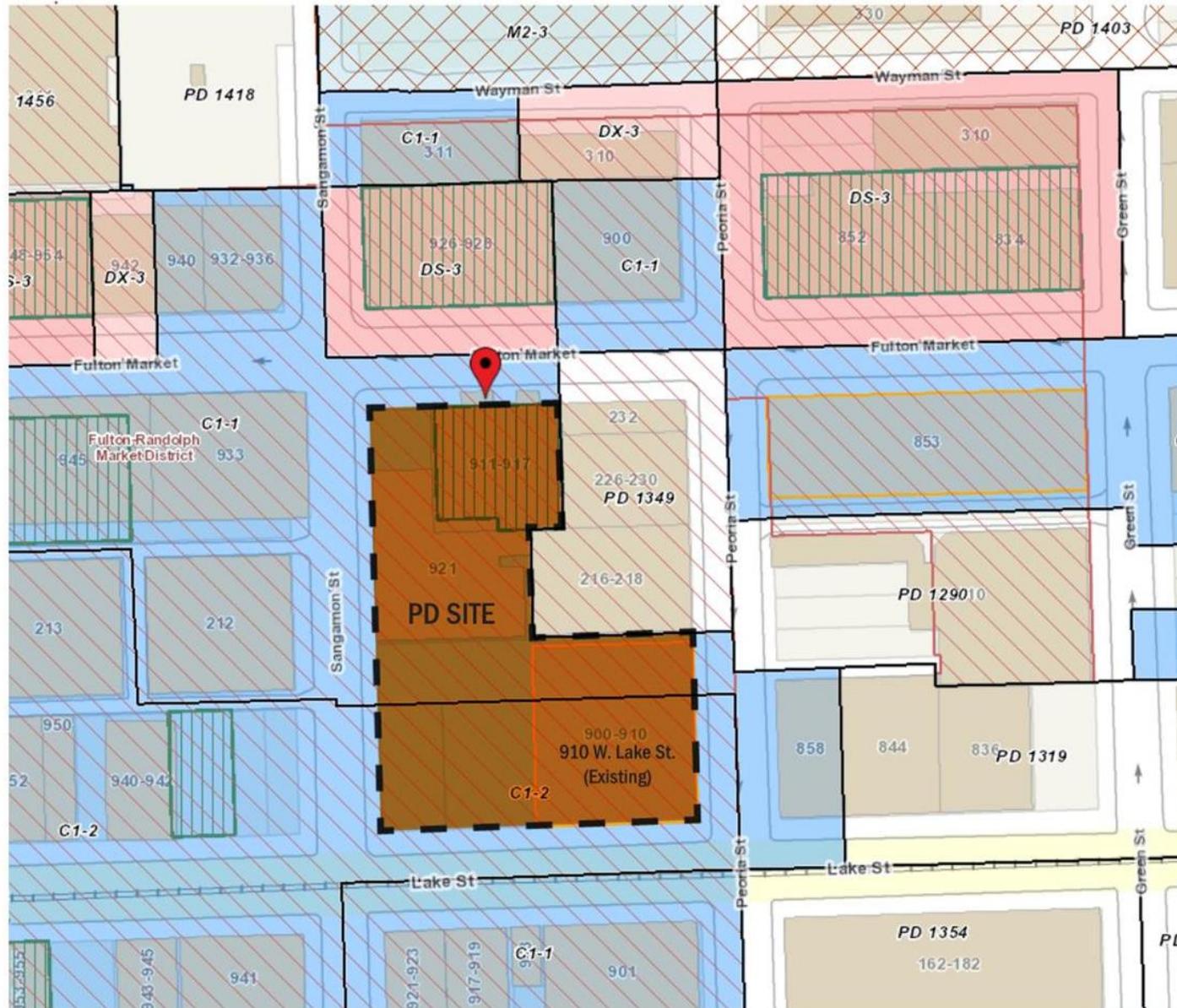
Grocery / Market

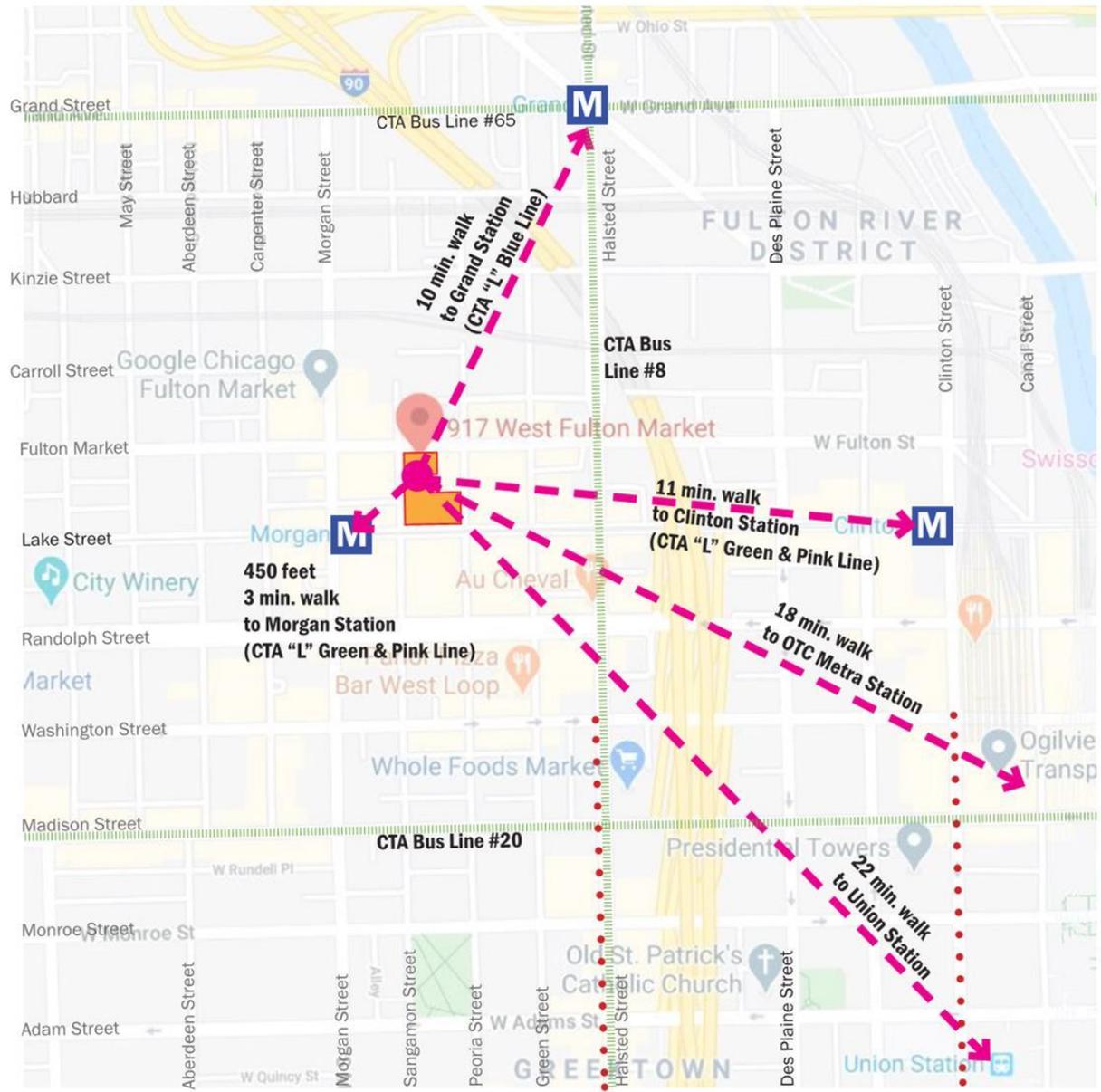
Parks and Open Spaces

- 7. Mary Bartelme Park
- 8. Skinner Park
- 9. Park 596

Significant Employers

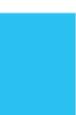
- 10. Google and SRAM
- 11. McDonald's Corporate Headquarters
- 12. Dyson and Glassdoor
- 13. Chicago Suntimes and Chicago Reader





- Legend**
- Pedestrian Street defined by Zoning Ordinance
 - CTA Bus Route
 - CTA "L" Train station

PEDESTRIAN AND CTA CONNECTION



912 WEST LAKE STREET



900 WEST LAKE STREET



858 WEST LAKE STREET



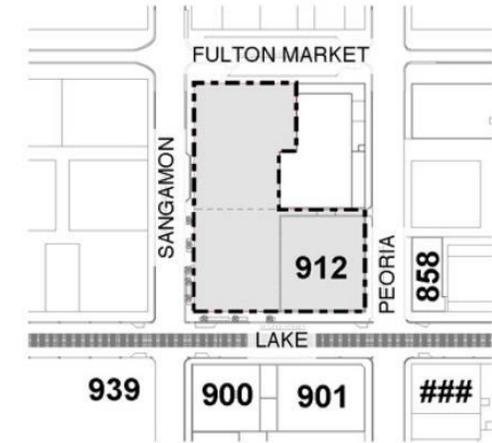
939 WEST LAKE STREET



170 NORTH GREEN STREET



901 WEST LAKE STREET



ADJACENT SITE CONTEXT



905 WEST FULTON MARKET STREET



936 WEST FULTON MARKET STREET



900 WEST FULTON MARKET STREET



928 WEST FULTON MARKET STREET



842-856 WEST FULTON MARKET STREET



833-857 WEST FULTON MARKET STREET



ADJACENT SITE CONTEXT



215 NORTH PEORIA STREET



212 NORTH SANGAMON STREET

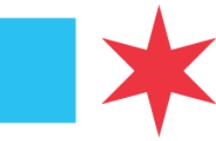


933 WEST FULTON MARKET STREET



932 WEST LAKE STREET





Public Process Timeline

Community Meetings:

West Central Association December 16, 2020

Community and Alderman Meeting April 19, 2021

West Central Association June 17, 2021

DPD-Landmarks Submissions:

Original Submission December 24, 2019

Design Revisions January 22, 2020 / February 10, 2020 / July 31, 2020 /
September 25, 2020 / January 7, 2021 / March 26, 2021 / May 21, 2021

Latest Submission June 11, 2021



2019 December 24



2020 January 22



2020 February 10



2020 September 25



2021 January 07



2021 February 23



2021 March 26



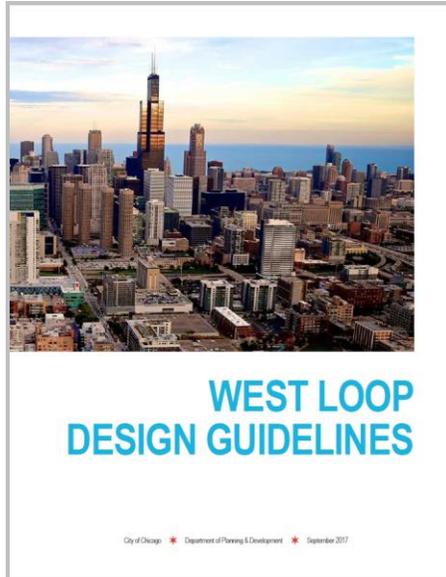
2021 May 21



2021 June 11

PROJECT HISTORY

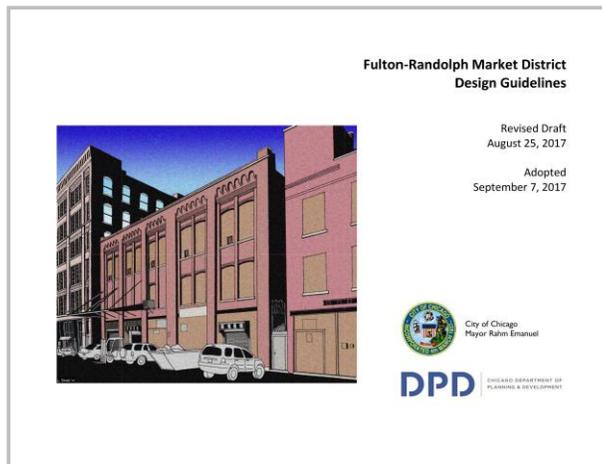
★ Planning Context



West Loop Design Guidelines

City of Chicago Department of Planning and Development, September 2017

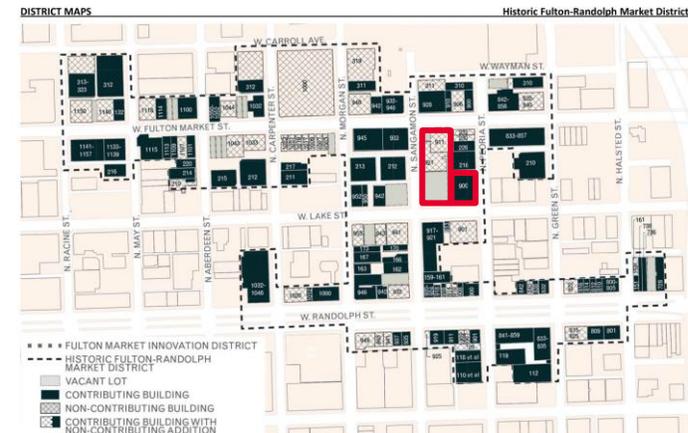
Guidelines to help the West Loop build on the central area characteristics of an employment, transportation, cultural and residential center for the city; while preserving the urban character and scale that has made it so attractive.



Fulton-Randolph Market District Design Guidelines

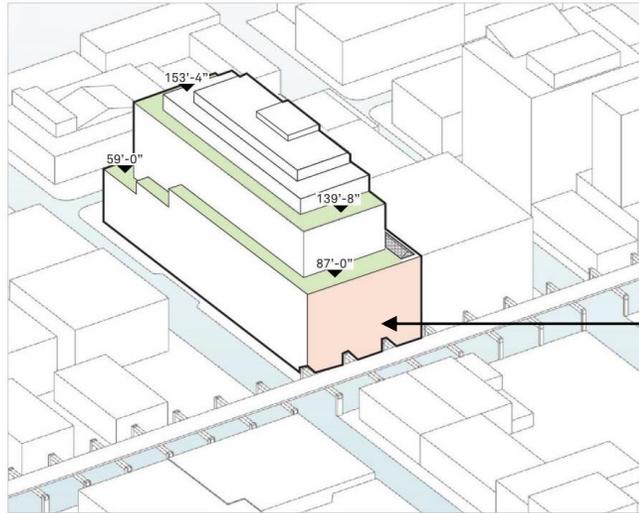
City of Chicago Department of Planning and Development, August 2017

The guidelines serve to preserve the character of this area as well as encourage the adaptive reuse of existing buildings and compatible new construction. The design guidelines for the existing Fulton-Randolph Market District take precedence over the West Loop Design Guidelines.





View from corner of N Peoria St and W Fulton Market



View 1 - from South West

1.2 Preserve and Enhance Streetwalls

- 1.2.1 Where a streetwall exists, its continuity must be reinforced with the new development.
- 1.2.2 Building orientation and massing should create active streetwalls lining the sidewalks
- 1.2.3 Buildings should be aligned with neighboring buildings, abutting the sidewalk and close to one another
- 1.2.4. Buildings on corner sites should be located close to both street frontages to help hold and give prominence to the corner

1.1 Design Excellence

1.1.4 Strengthen and reinforce the desirable urban features within the West Loop such as block structure, streetwall continuity, building orientation, massing, design and streetscape characteristics

1.1.5 Preserve and integrate adjacent and on-site historic buildings in a complementary manner into new developments and consider compatible materials, building proportions and scale to the surrounding district

1.1.6 Encourage new development to respect the urban authenticity of existing historic buildings rather than encourage mimicry or replication of historic building designs and details in new buildings.

1.1.8 Ensure access to high quality open space by creating a safe, comfortable, accessible, vibrant and attractive public realm and pedestrian environment



Atrium between existing historic building at 912 Lake St minimizes intervention at historic building lot-line wall



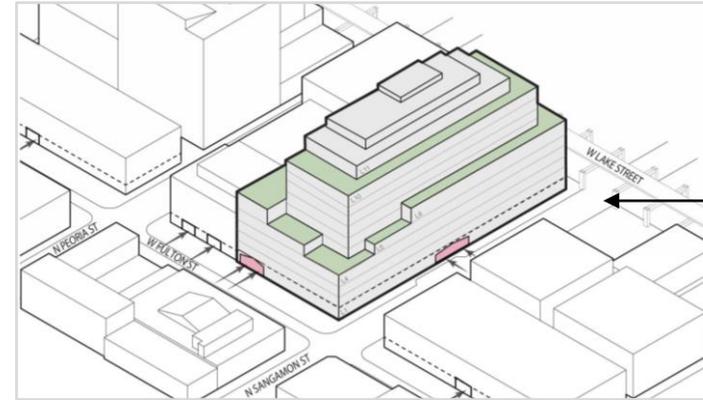
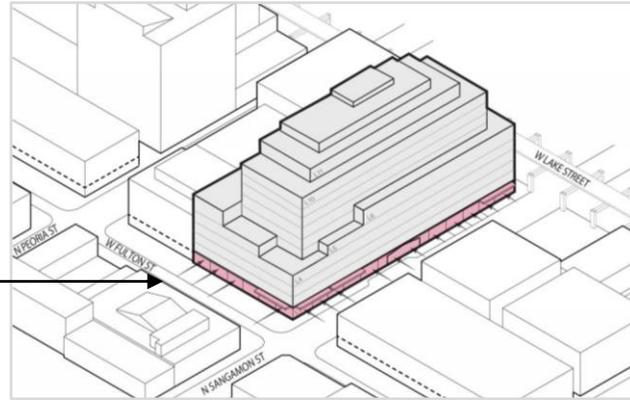
View from corner of N Sangamon and W Lake St



1.3 Design of The Building Base

1.3.1 With high density buildings, step the base to be compatible in height with adjacent lower scale buildings

1.3.3 Provide a first-floor height consistent with the rest of the street block face and façade transparency in compliance with the Chicago Zoning Ordinance



1.5 Architectural Components

1.5.1 Building Entrances should be easily identifiable from the street and special architectural treatments that highlight the entry location are encouraged.

1.5.2 Where applicable, existing West Loop character elements should be maintained and incorporated into new development

1.5.3 Buildings located on major intersections should reinforce the architectural definition of the corners of the block by building to the corner.

1.3 Design of The Building Base

1.3.2. Line the base of the building with active, ground level uses to promote a safe and active public realm

1.3.5 Articulate the base building with high quality materials and design elements that fit with the district context and enhance the pedestrian scale



District Context Immediately Adjacent to Site



926 W Fulton Market



933 W Fulton Market



The following are examples of buildings in the Fulton-Randolph Market District that maximize their lot coverage, without setbacks or breaks in the massing along the street frontages.



1000 W Fulton Market (Fulton Cold Storage Building)



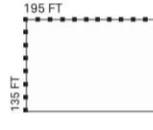
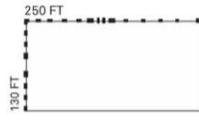
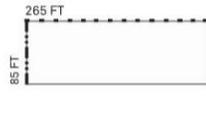
845 W Fulton Market (Fulton Wholesale Market Company)



1040 W Randolph St (Richters Food Products Building)



312 N May St (Morgan & Wright Co)



The following are examples of buildings in the Fulton-Randolph Market District that exhibit steps at the facade detail scale.



1000 West Randolph Street (The Howard Building)



910 West Fulton St



The following are examples of buildings in the Fulton-Randolph Market District that exhibit steps at the building scale.



1115 W Fulton Market



310 N Green St (looking from the side/rear)



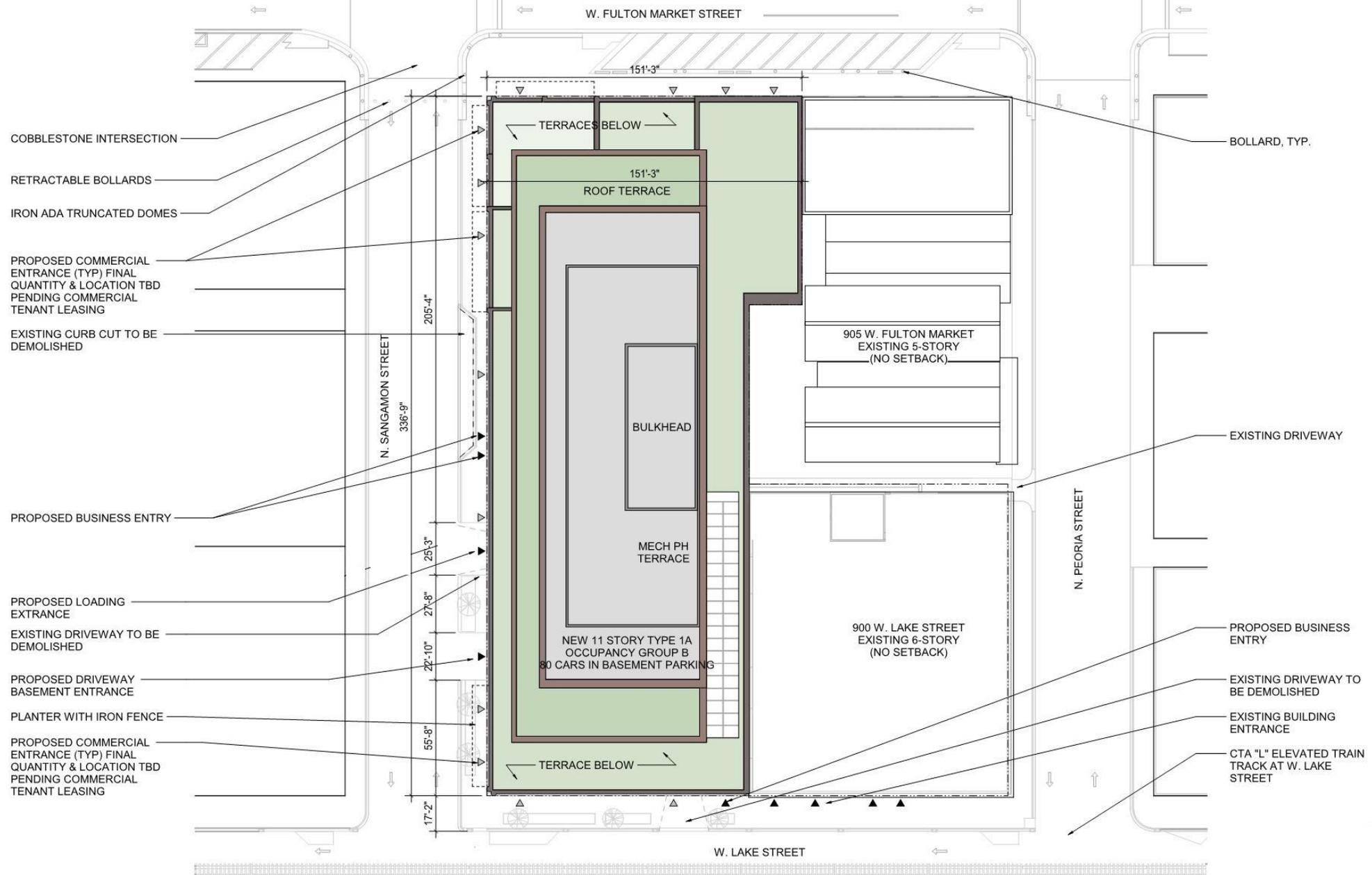
1101 W Fulton Market



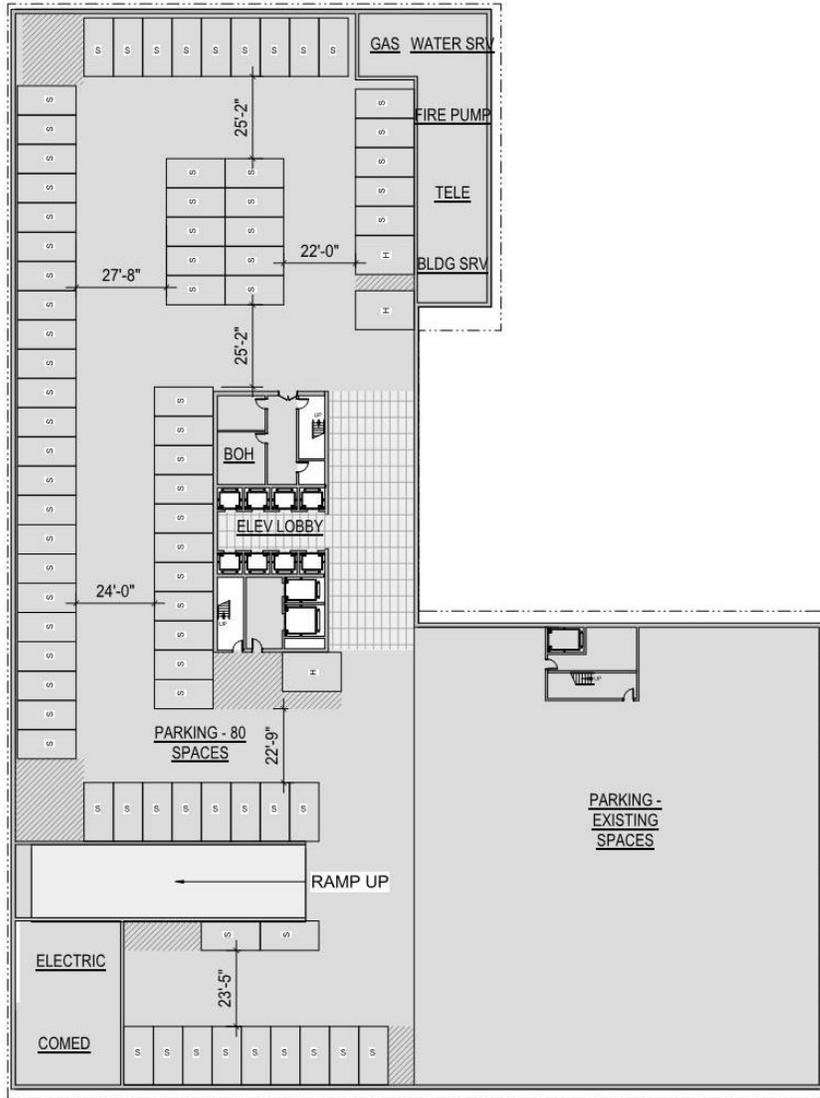
310 N Peoria St



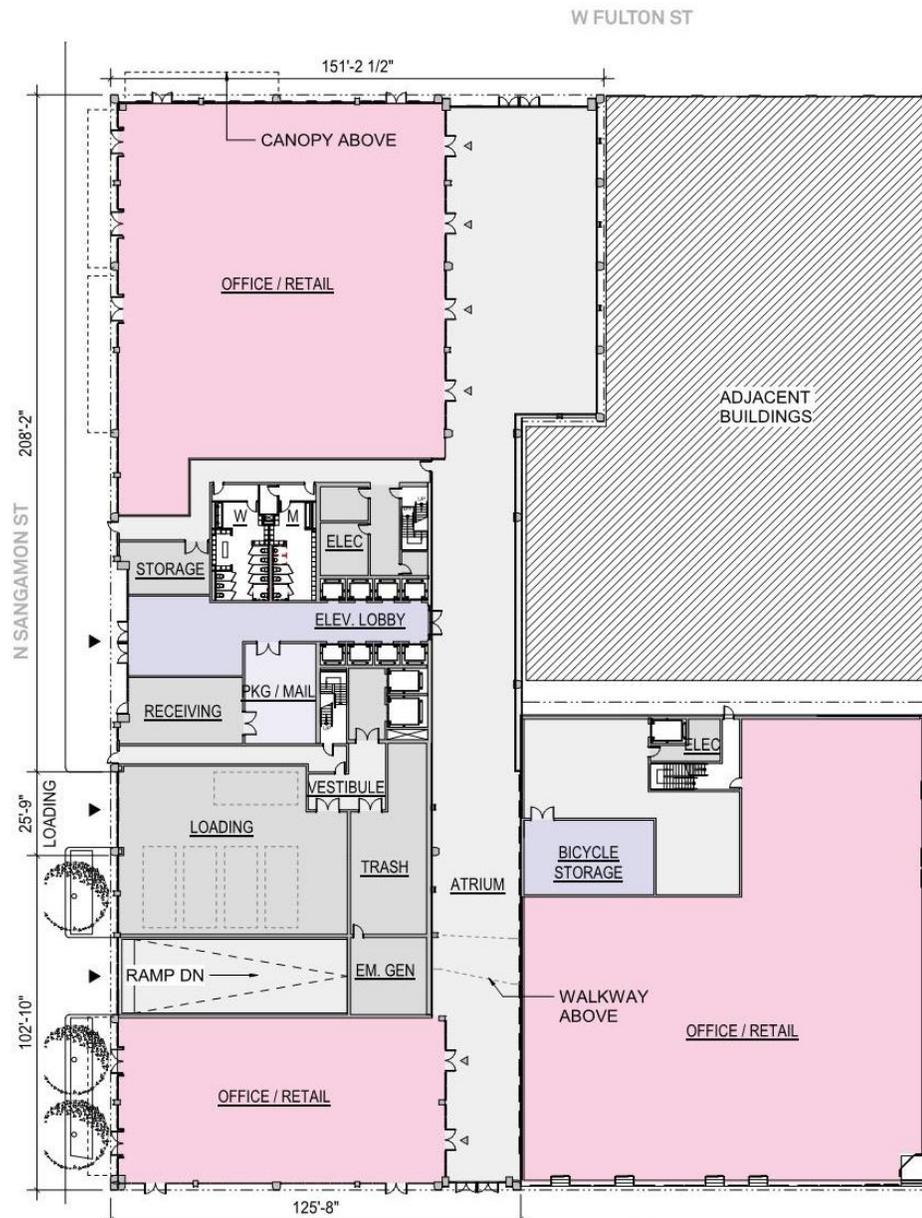
310 N Green St (Agar Packing Co)



SITE PLAN



BASEMENT (PARKING)



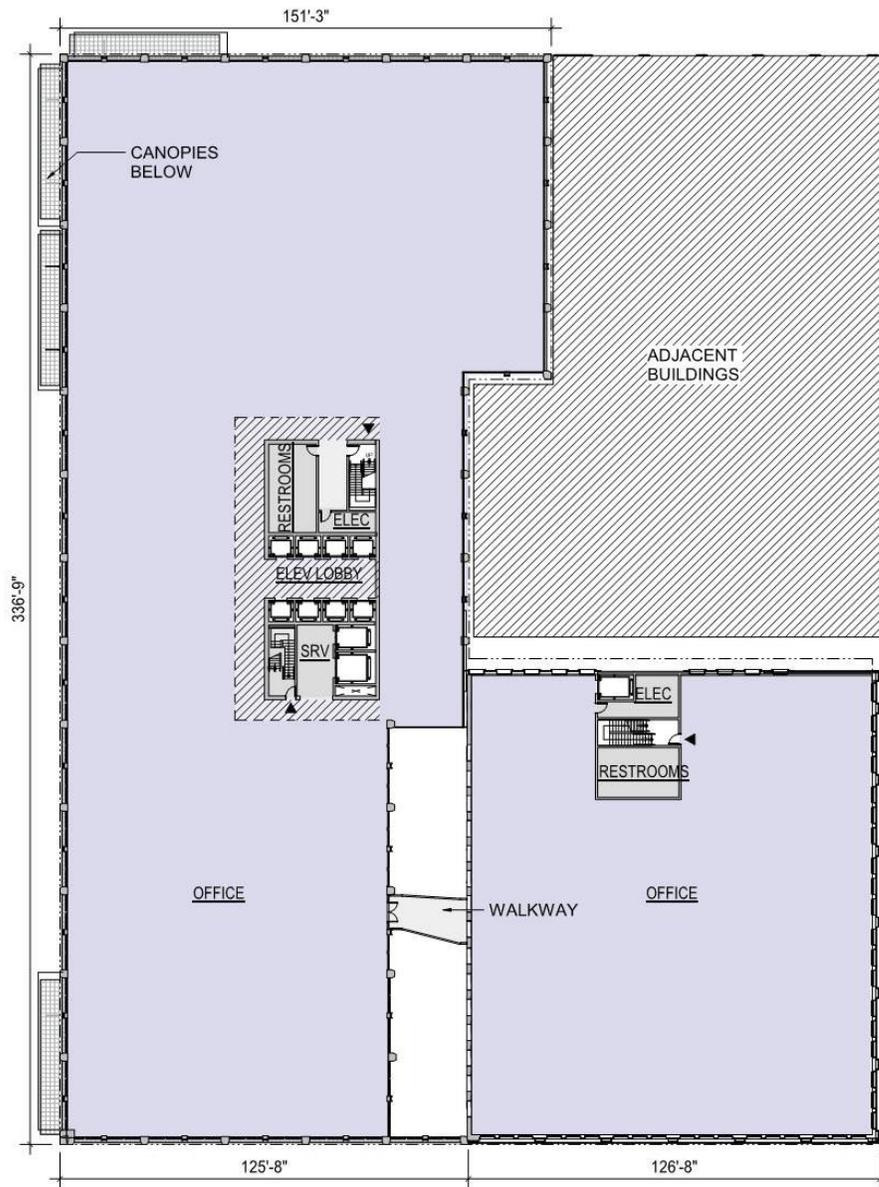
GROUND LEVEL PLAN

LEGEND

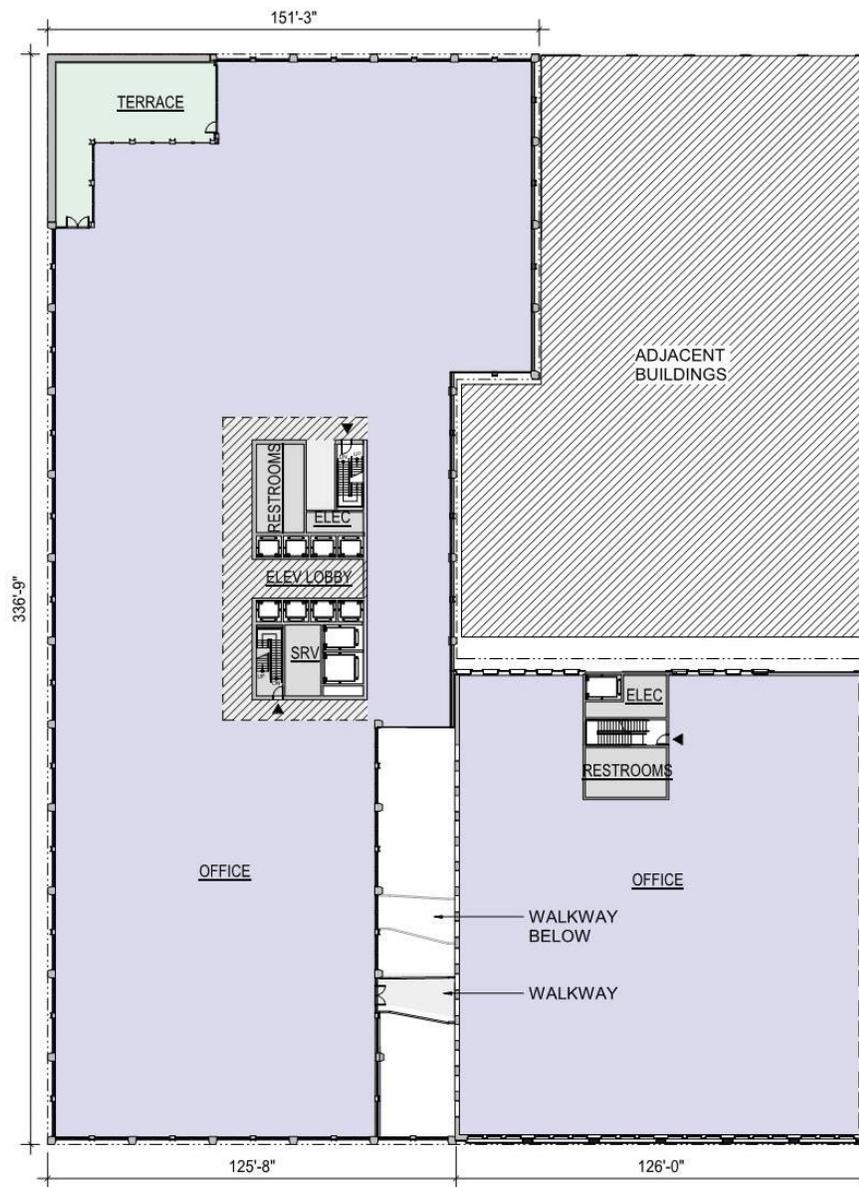
- RETAIL 2
- OFFICE 1
- OFFICE 2
- CIRCULATION
- SERVICES



BASEMENT & GROUND FLOOR PLAN



LEVEL 2-4 PLAN



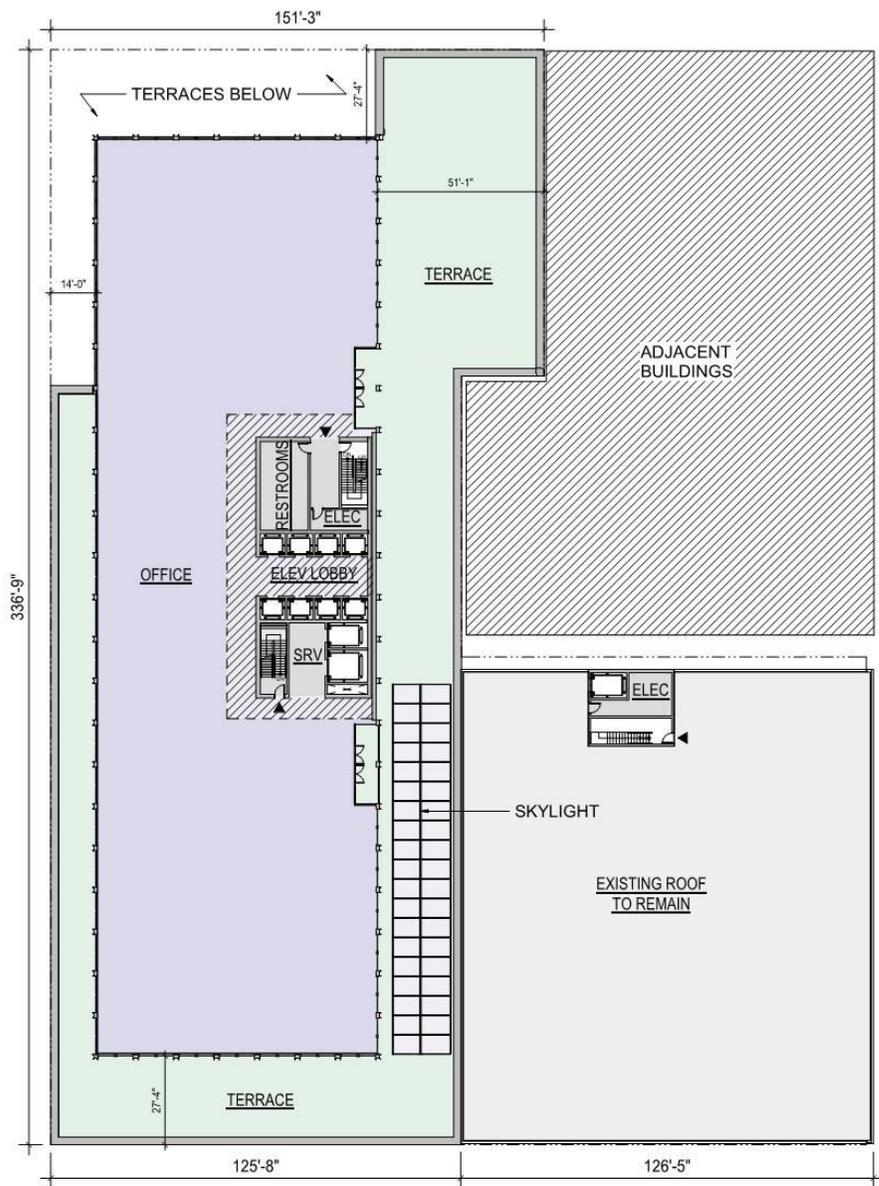
LEVEL 5 PLAN

LEGEND

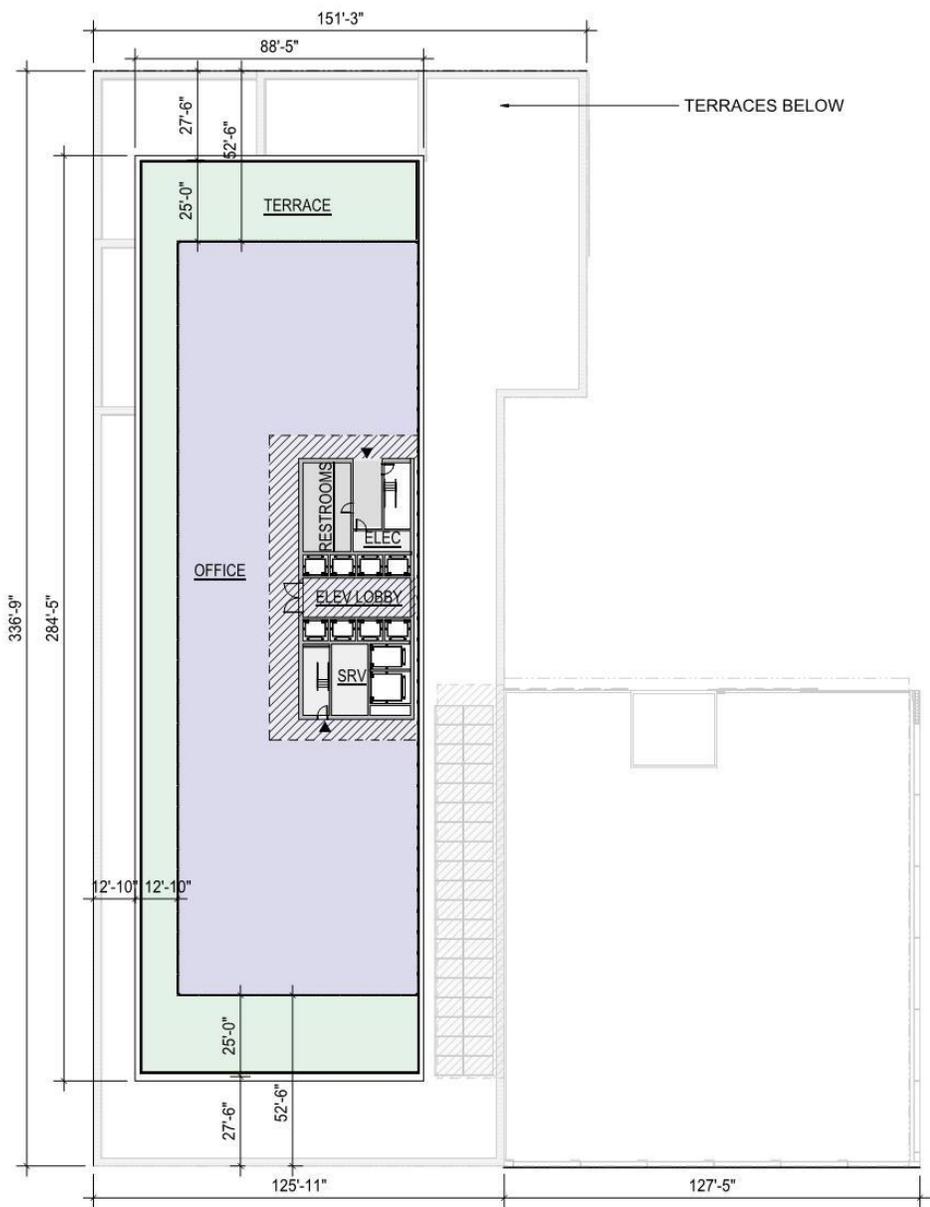
- OFFICE 2
- CIRCULATION
- SERVICES
- LANDSCAPING



LEVEL 2-4 & 5 FLOOR PLAN

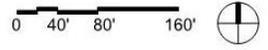


LEVEL 7 PLAN

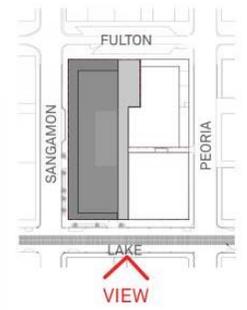
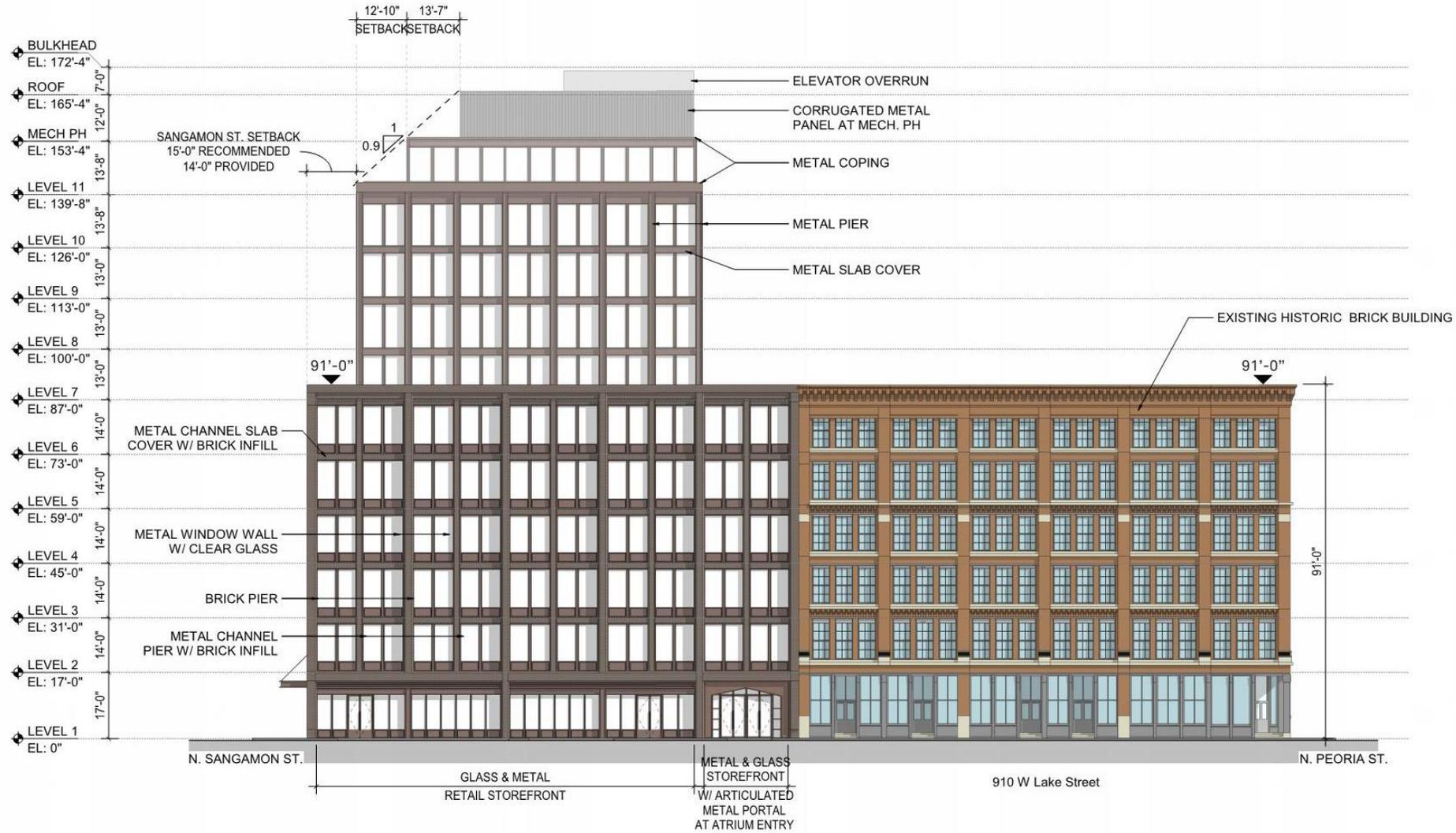


LEVEL 11 PENTHOUSE PLAN

- LEGEND**
- OFFICE
 - OFFICE
 - CIRCULATION
 - SERVICES
 - LANDSCAPING



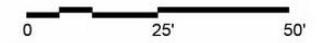
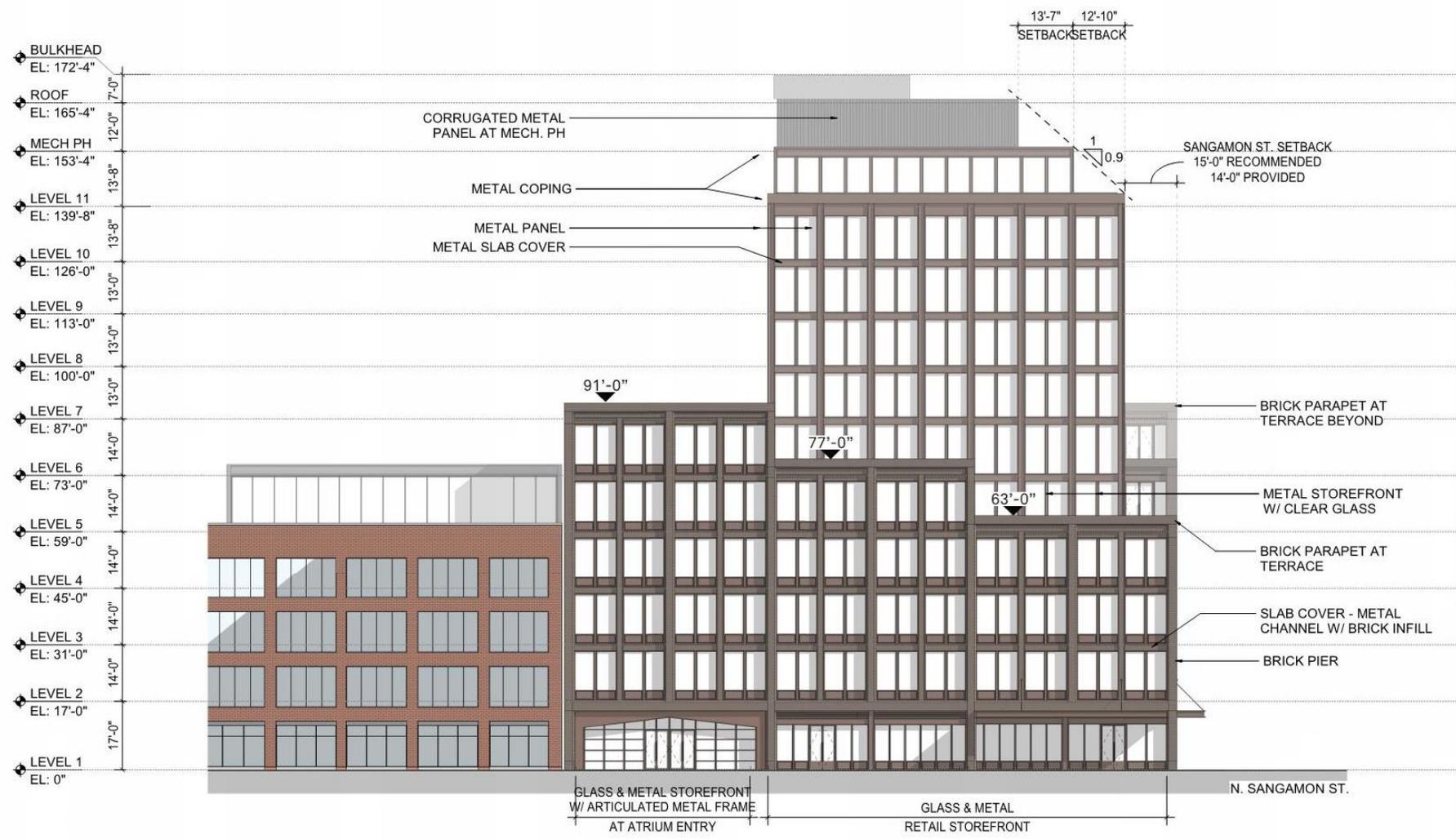
LEVEL 7 & 11 FLOOR PLAN



SOUTH ELEVATION (W LAKE ST)



WEST ELEVATION (SANGAMON ST)



NORTH ELEVATION (W FULTON MARKET)

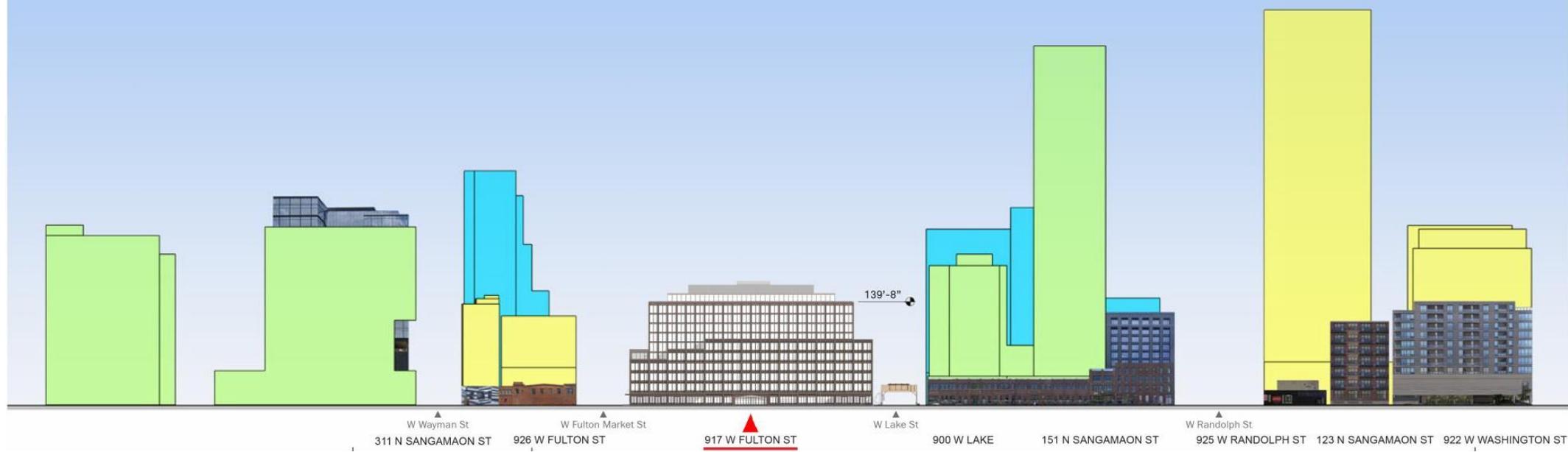


● UNDER CONSTRUCTION ● APPROVED ● PROPOSED

SOUTH ELEVATION (LAKE ST.)



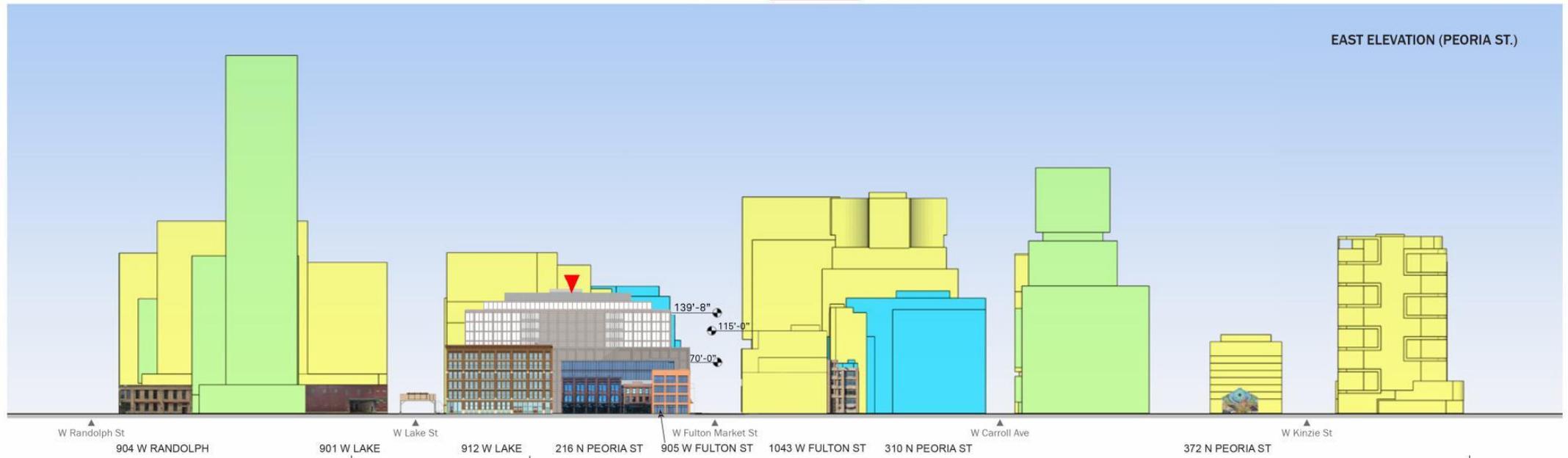
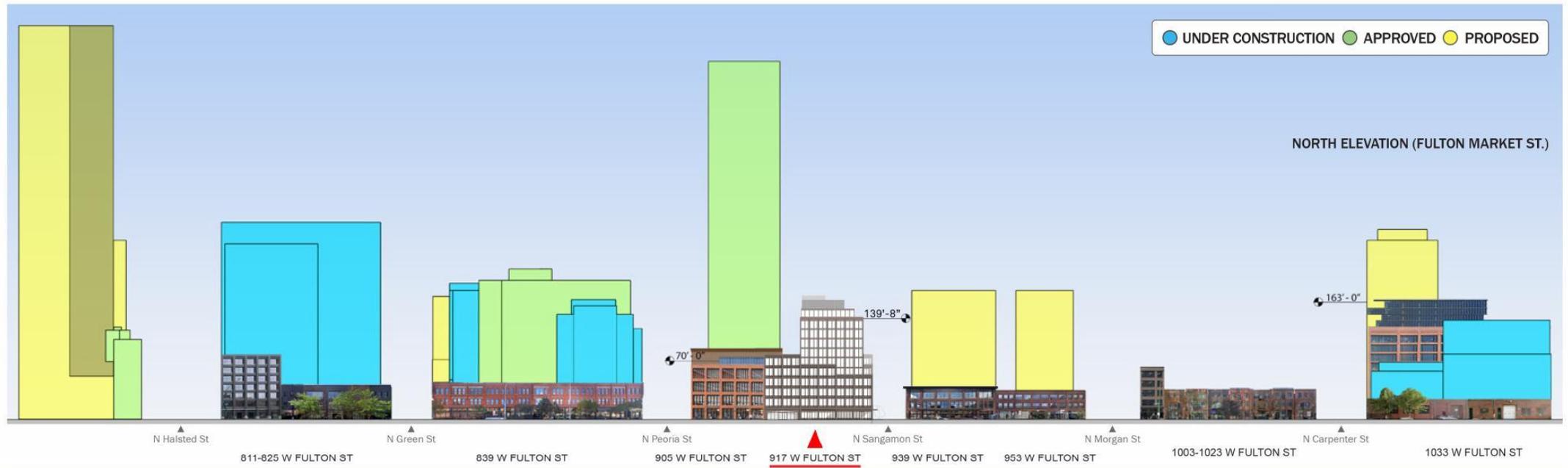
WEST ELEVATION (SANGAMON ST.)



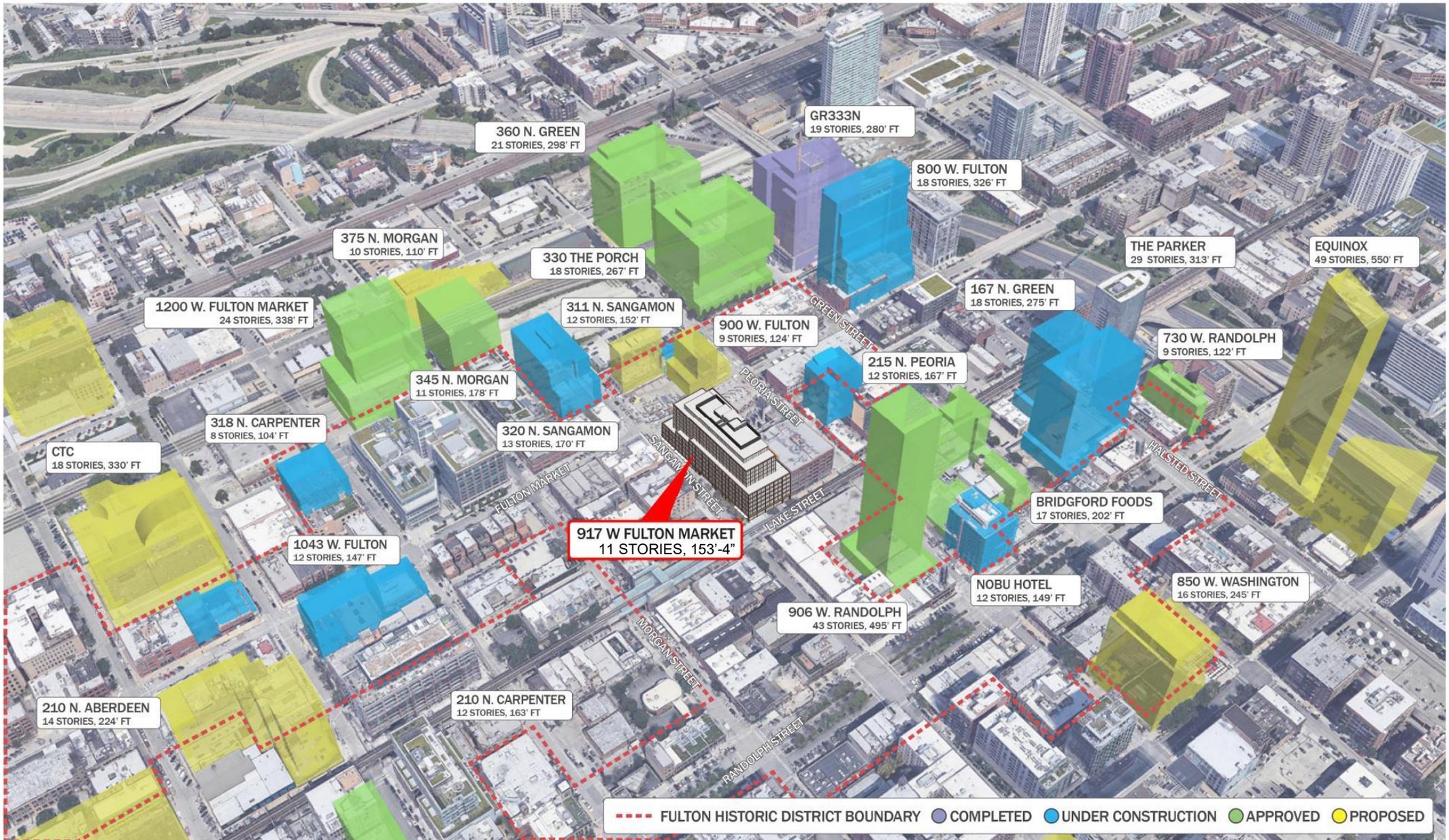
SITE ELEVATIONS



● UNDER CONSTRUCTION ● APPROVED ● PROPOSED



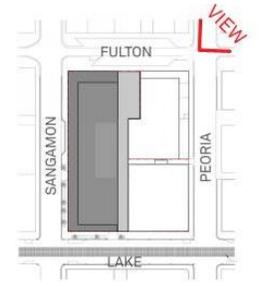
SITE ELEVATIONS



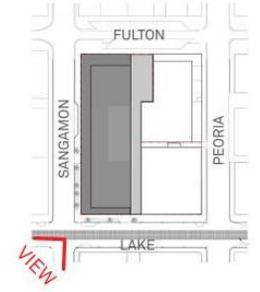
RENDERING WITH AERIAL CONTEXT



RENDERING – CORNER OF FULTON MARKET AND SANGAMON



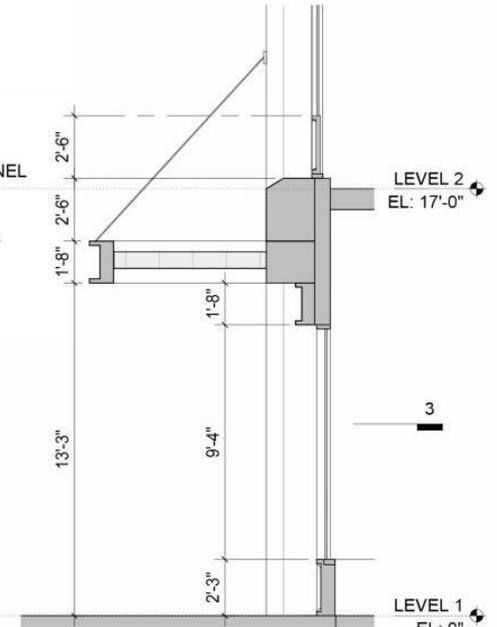
RENDERING – CORNER OF FULTON MARKET AND PEORIA



RENDERING – CORNER OF LAKE AND SANGAMON

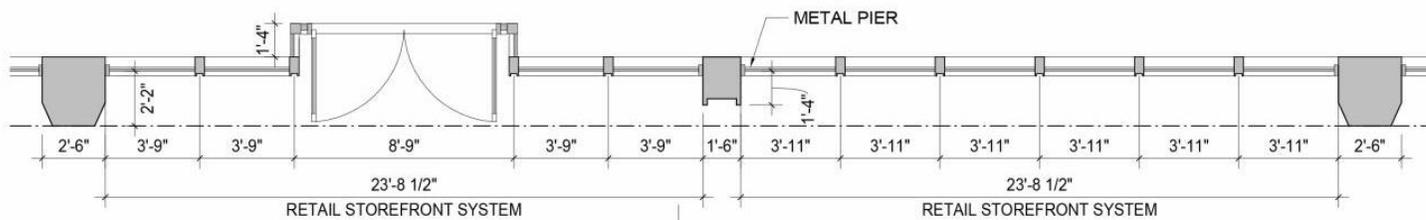


- BRICK PIER
- CLEAR GLASS WINDOW WALL W/ PREFINISHED METAL FRAME
- PREFINISHED METAL WINDOW WALL BASE PANEL
- PTD. METAL MARQUEE W/ ETCHED GLASS INFILL
- PREFINISHED METAL STOREFRONT TRANSOM
- CLEAR GLASS STOREFRONT SYSTEM W/ PREFINISHED METAL FRAME
- PREFINISHED METAL STOREFRONT BASE PANEL
- BRICK PIER BASE IN SOLDIER COURSE PATTERN



1 TYPICAL STOREFRONT - ENLARGED ELEVATION
3/8" = 1'-0"

2 ENLARGED SECTION
3/8" = 1'-0"

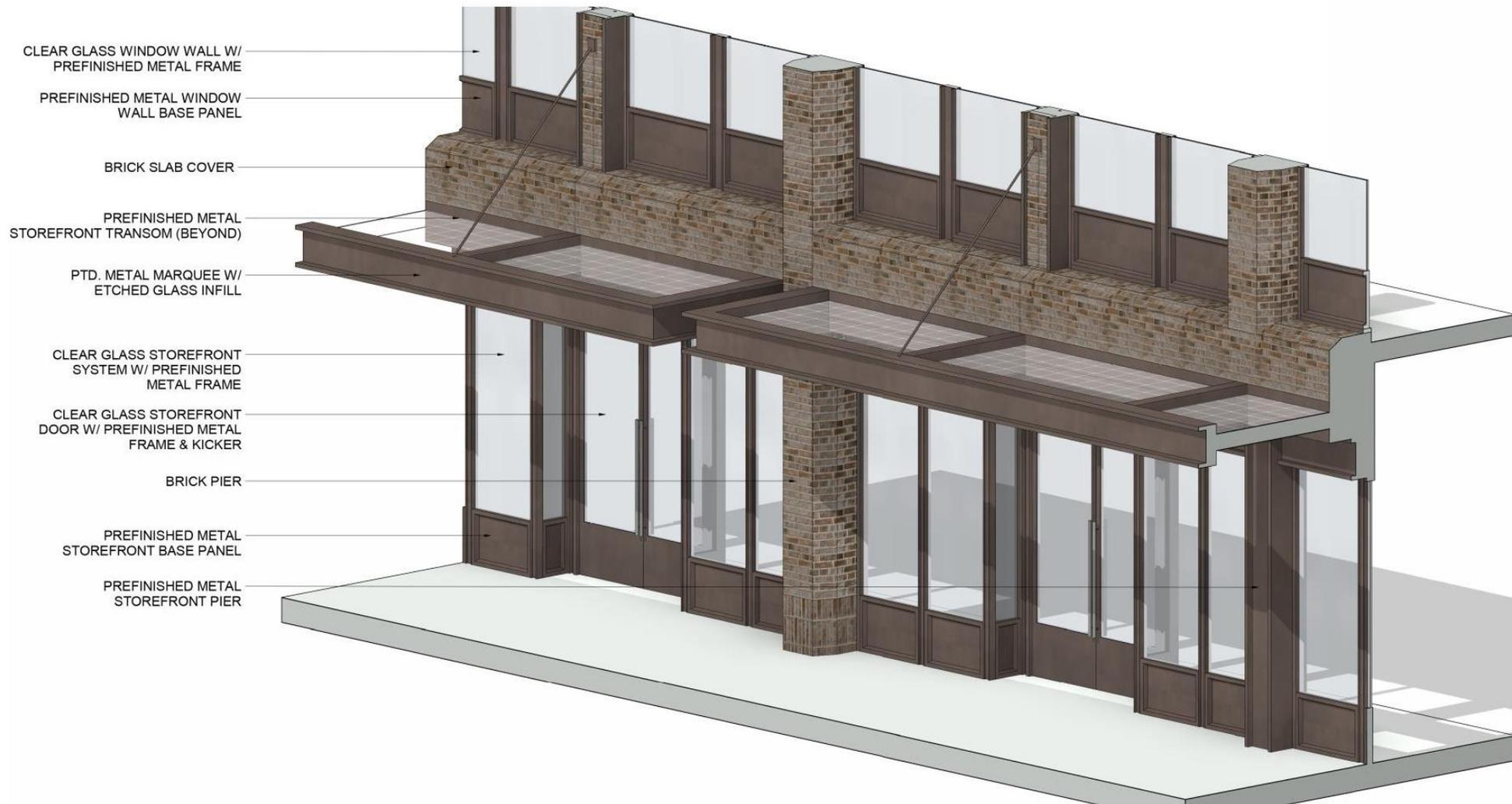


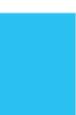
3 ENLARGED PLAN
3/8" = 1'-0"



Reference of canopy translucency

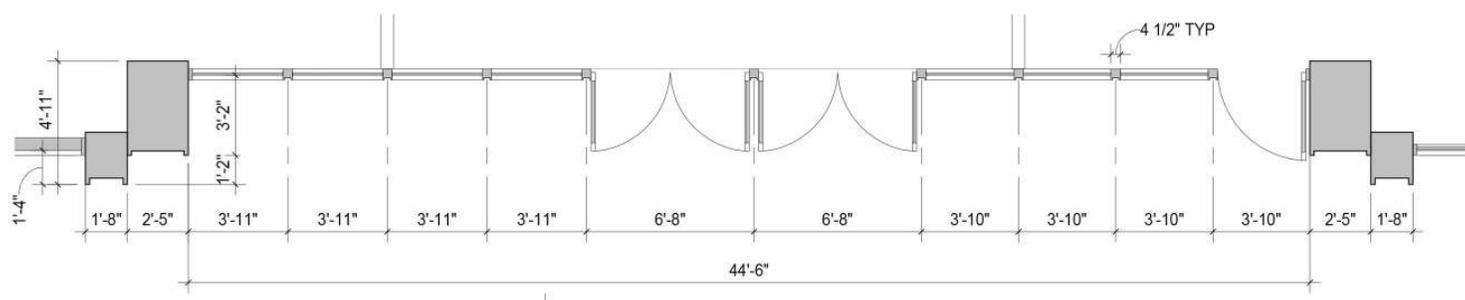
FAÇADE – STOREFRONT





1 SANGAMON ENTRY ENLARGED ELEVATION
3/8" = 1'-0"

2 ENLARGED SECTION
3/8" = 1'-0"



3 ENLARGED PLAN
3/8" = 1'-0"

FAÇADE – OFFICE ENTRANCE



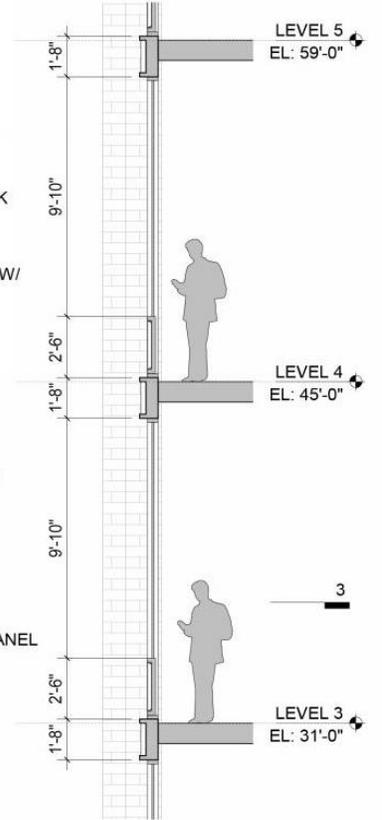
FAÇADE – OFFICE ENTRANCE



2



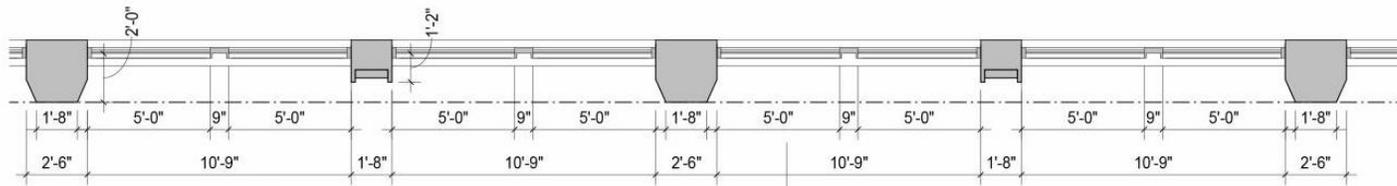
- BRICK PIER
- PREFINISHED METAL CHANNEL PIER W/ BRICK INFILL
- PREFINISHED METAL CHANNEL SLAB COVER W/ BRICK INFILL
- CLEAR GLASS WINDOW WALL W/ PREFINISHED METAL FRAME
- PREFINISHED METAL WINDOW WALL BASE PANEL



3

1 TYPICAL ELEVATION AT BRICK FAÇADE
3/8" = 1'-0"

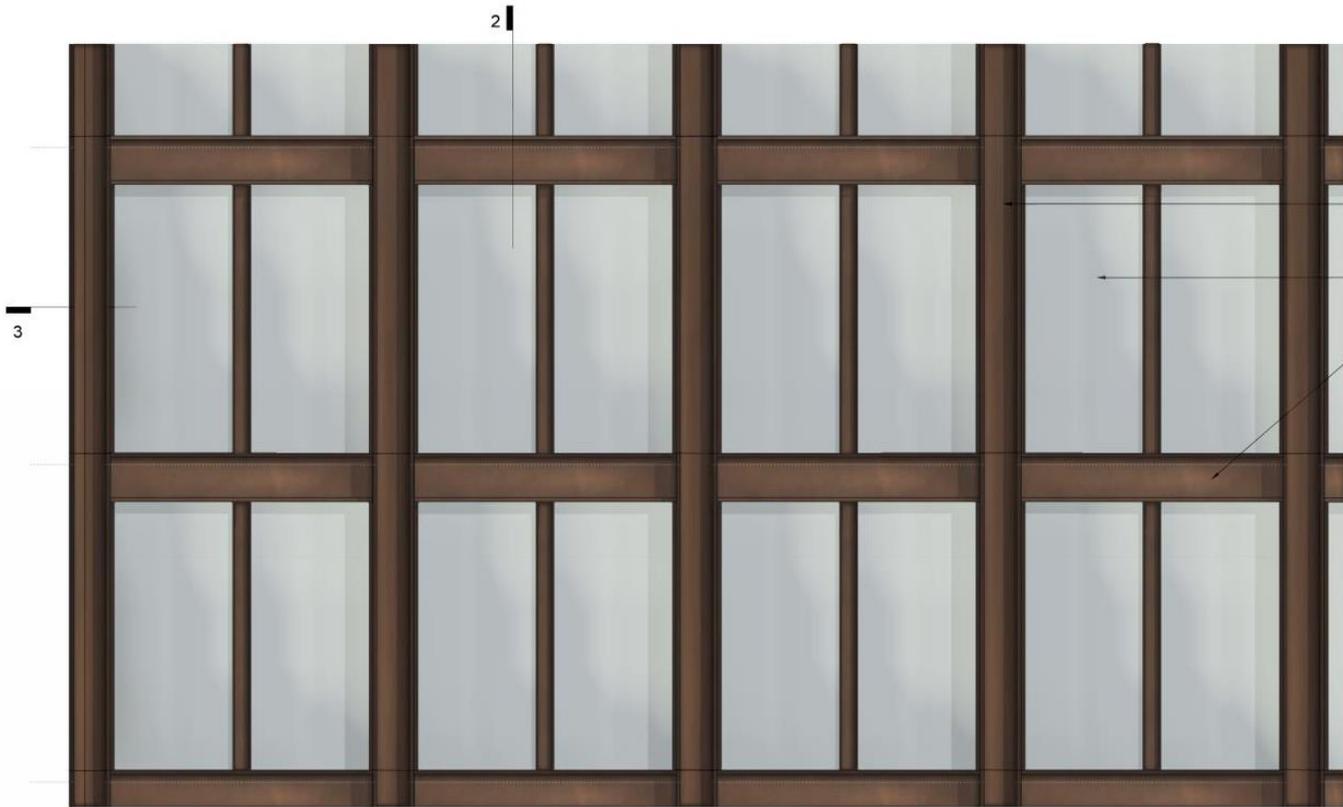
2 TYPICAL WALL SECTION AT BRICK FAÇADE
3/8" = 1'-0"



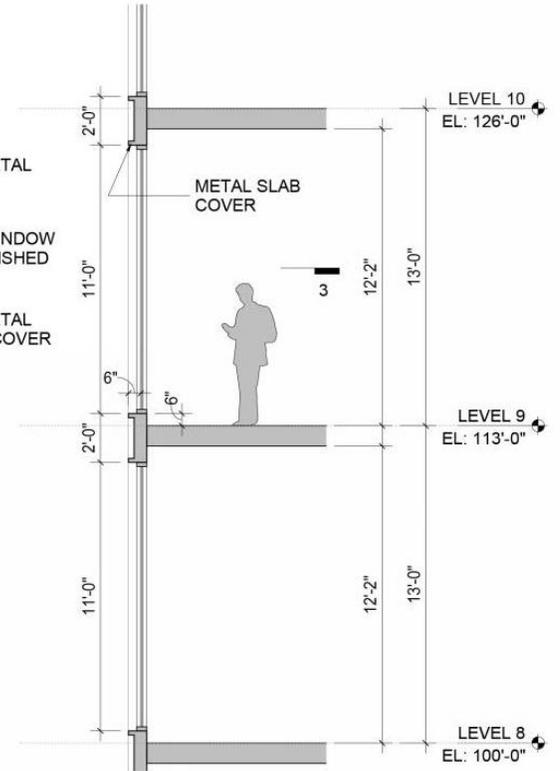
2

3 TYPICAL EXTERIOR PLAN AT BRICK FAÇADE
3/8" = 1'-0"

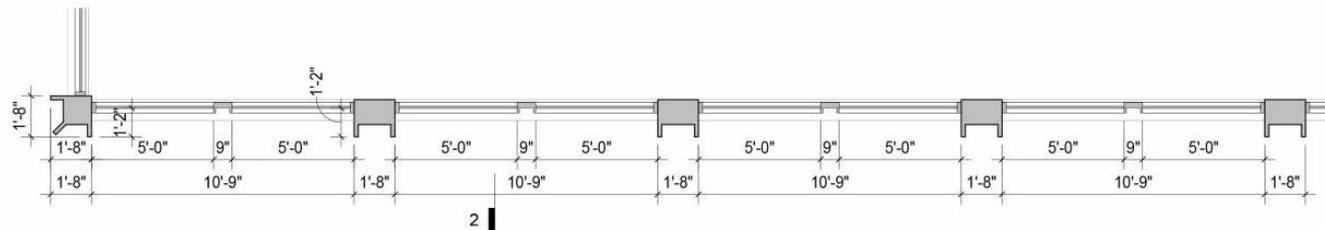
FAÇADE – TYPICAL BASE FAÇADE (LEVEL 01-06)



1 TYPICAL ELEVATION AT METAL FACADE
3/8" = 1'-0"



2 TYPICAL WALL SECTION AT METAL
3/8" = 1'-0"



3 TYPICAL EXTERIOR PLAN AT METAL FACADE
3/8" = 1'-0"

FAÇADE— TYPICAL TOP FAÇADE (LEVEL 07-11)



17-8-0904-C Parking.

1. Large fields of surface parking should be avoided. Large parking lots should be broken up into smaller “cells” or “pods” that are defined by buildings, landscaping and pedestrian paths.

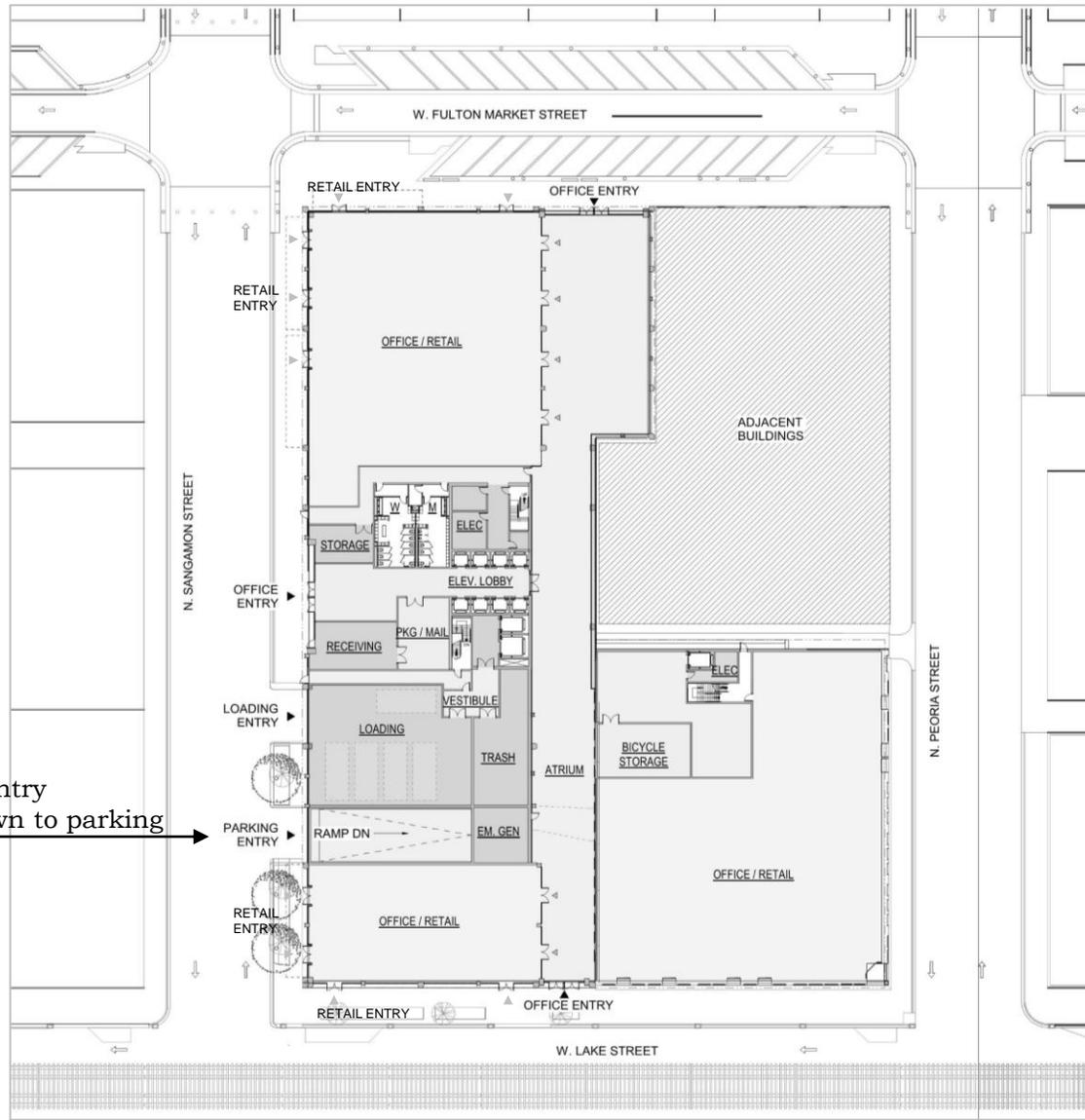
2. Parking should be located behind buildings or to the side of buildings. Large parking areas between buildings and the adjacent *street/sidewalk* should be avoided.

3. Shared parking should be provided whenever possible. Parking lots should be constructed to allow easy access to one or more buildings and multiple storefronts/uses.

17-8-0904-A General

Intent. *Planned developments* should:

7. provide adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas.



ZONING CODE
17-8-0904 Transportation, Traffic Circulation and Parking.

17-8-0904-A General

Intent. *Planned developments* should:

1. promote the safe and efficient circulation of pedestrians, cyclists and *motor vehicles*;
2. promote transit, pedestrian and bicycle use;
3. ensure accessibility for persons with disabilities;

17-8-0904-B Transportation.

1. All *streets* should be constructed to city standards pertaining to paving and construction materials and be dedicated for public use. Deviations from standard widths (cross-sections) may be approved as part of the PD approval process.

Accessory Parking Spaces: 111
(Below Grade)
Bicycle Parking Spaces: 73
Ground Floor Entrances Accessible



Traffic Study Conclusion & Recommendations:

A traffic impact study was conducted for the proposed development on 4/2021. Based on the conducted analysis, the following conclusions were developed, all of which can be accommodated on the project.

- ✓ A traffic signal is projected to be warranted based on 2028 background volumes at the intersection of Lake St. and Sangamon St. without the addition of any site traffic. This intersection should be monitored as existing conditions grow to projected background conditions.
- ✓ The site driveway should provide one inbound lane and one outbound with the outbound lane under stop control. An audible/visual pedestrian warning device should be considered at the exit lane if sight lines are limited at the intersecting sidewalk.
- ✓ A portion of the existing sidewalk along the east side of Sangamon St. is pinched down to accommodate diagonal parking. This sidewalk should be widened as part of the development project, and a standard 40-foot loading zone along the curb be installed for pick-up and drop-off activity.
- ✓ The loading berth access for the building should be located according to the City's Street and Site Plan Design Standards that require a 10-foot driveway separation driven by a minimum 4-foot unobstructed refuge area for pedestrians.
- ✓ Maximize on-site protected bike parking to encourage non-auto travel.

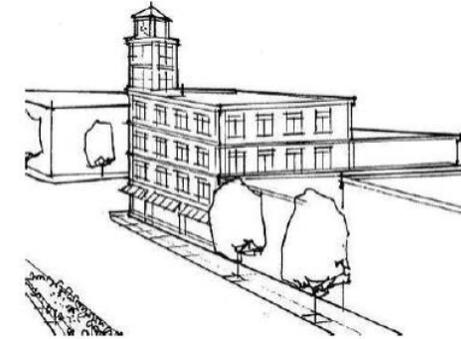


ZONING CODE
17-8-0906 Urban Design.



17-8-0906-B Building Orientation and Massing.

4. As the development pattern of the area permits, buildings on corner sites should be located close to both *street frontages* to help “hold” and give prominence to the corner. Parking areas and driveways should not be located at corners.



Holding the corner

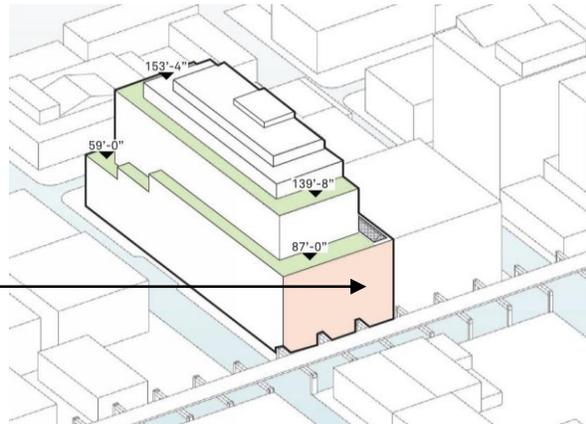
17-8-0906-B Building Orientation and Massing.

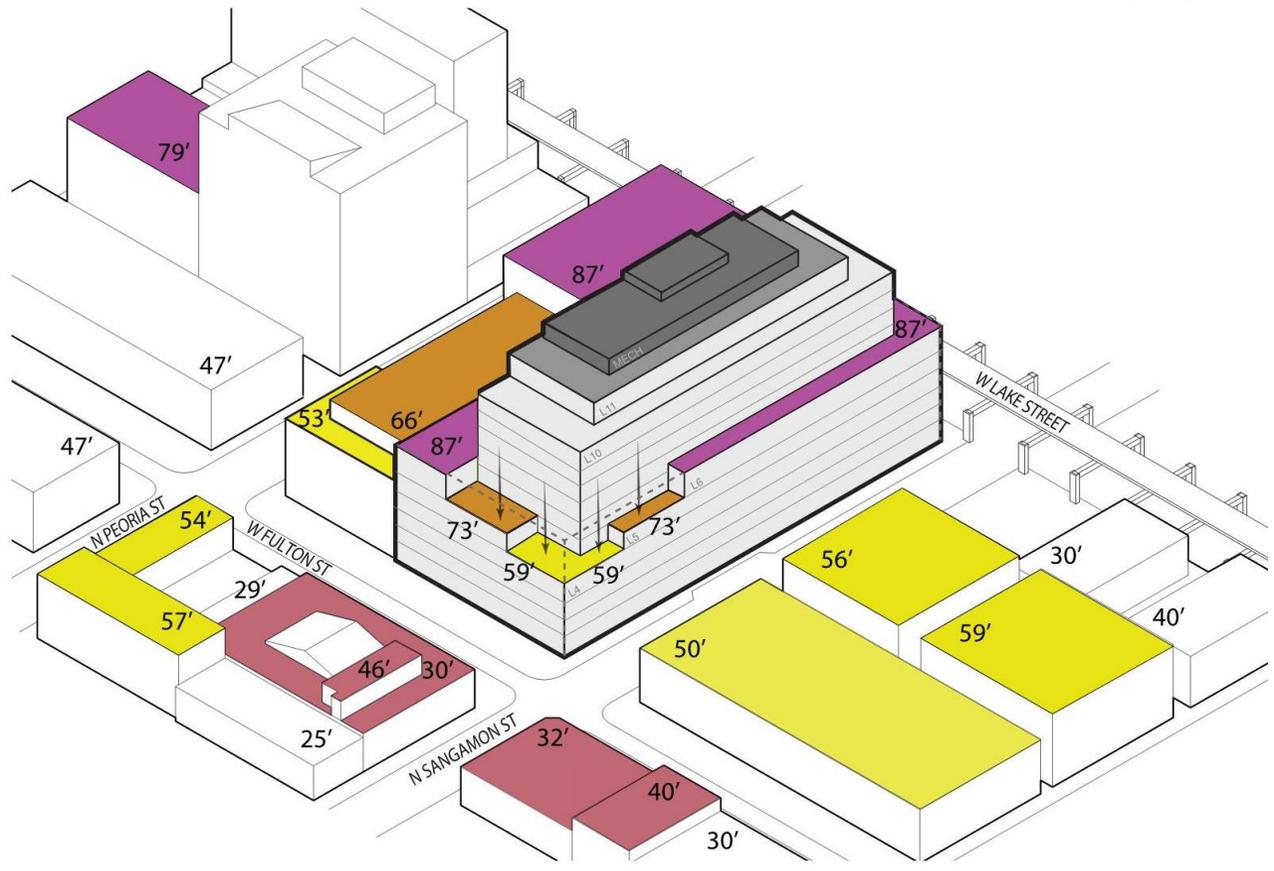
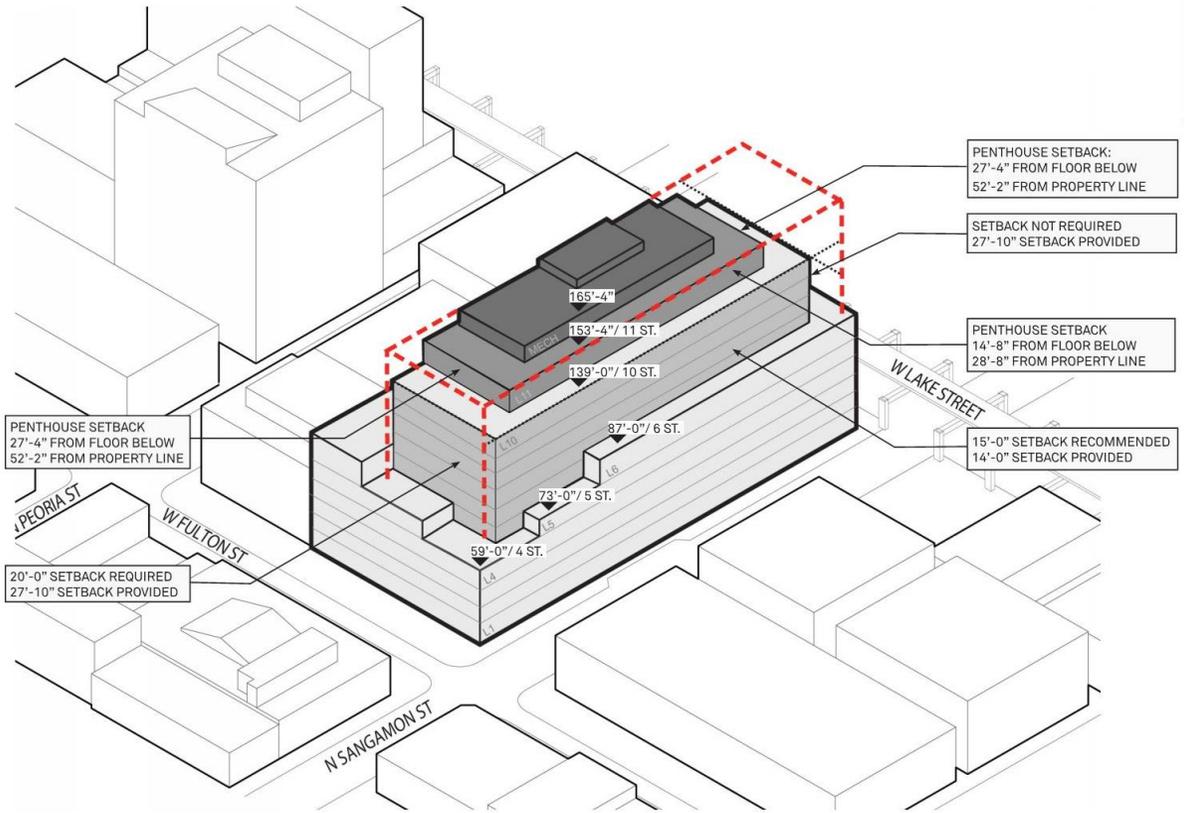
1. Building orientation and massing should create active “*street* or building walls” lining the sidewalk.
2. Buildings should be aligned with neighboring buildings, located close to the sidewalk and close to one another.
3. Where a *street* wall exists, its continuity must be reinforced with the new development. Gaps between buildings that interrupt the *street* wall should be avoided.

17-8-0906-A General Intent.

Planned developments should be designed to:

1. reinforce desirable urban features found within the surrounding area, such as siting patterns, massing arrangements and streetscape characteristics;
2. create seamless or gradual transitions in *bulk* and scale when high-intensity development occurs in or near areas with a lower- intensity character;



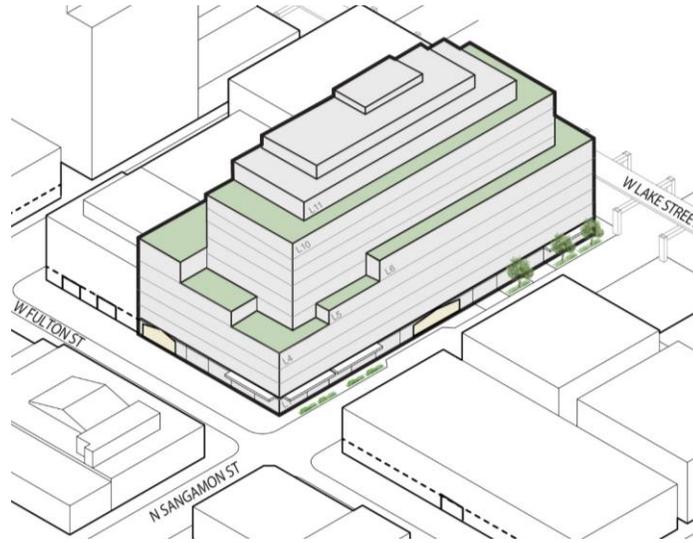


--- Required or recommended

URBAN DESIGN – SETBACKS & TERRACES



ZONING CODE
17-8-0909 Parks, Open Space, and Landscaping.



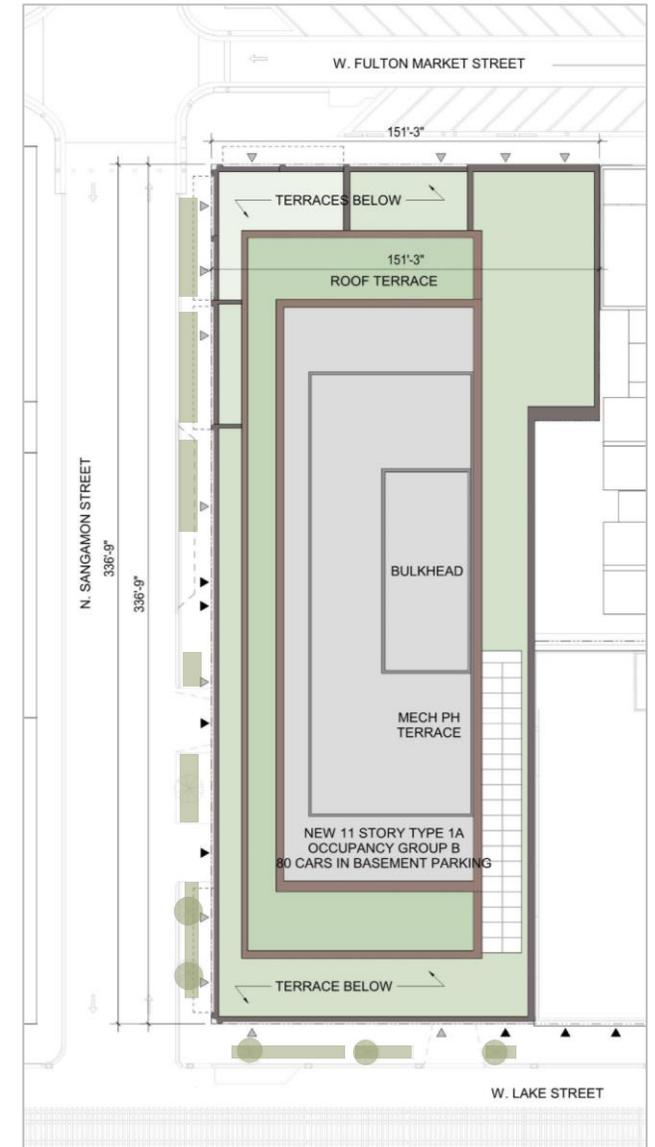
17-8-0909-A General Intent. *Planned developments* should:

1. where appropriate for the site, provide adequate, inviting, usable and accessible parks, open spaces and recreation areas for workers, visitors and residents; and
2. where appropriate, provide substantial landscaping of the open areas on the building and the site (including contiguous *public ways*).

17-8-0909-B Design.

1. Open spaces should be located to ensure maximum exposure to sunlight.
2. In addition to providing a visual amenity to the *street*, open space should be designed to allow public gathering space and activity.

Contiguous ground floor public way connection between Fulton Market and Lake Street



At Grade Planter Existing Tree



Proposed brick cladding on levels 01-06



917 W Fulton Market



Proposed metal cladding on levels 05-11 and window spandrels on levels 01-06

West Loop Design Guidelines

1.6 Material Guidelines

1.6.1 All sides and areas of buildings that are visible to the public should be treated with materials, finished and architectural details that

are of high-quality and appropriate for use on the primary street-facing facades.

1.6.3 Materials should be compatible with the existing buildings and with the district in general, regarding character, color and texture.



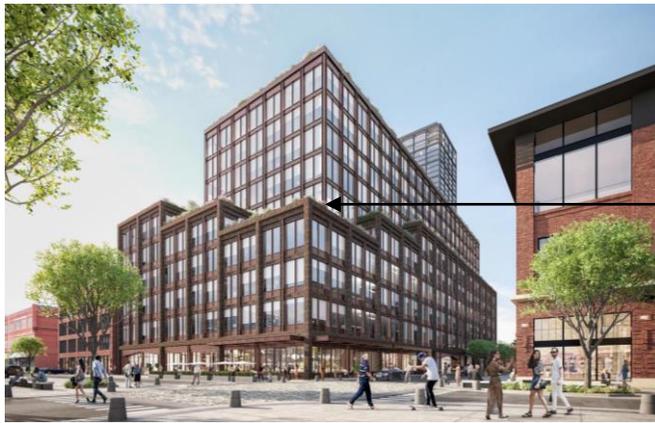
Brick cladding references in Fulton-Randolph Market District



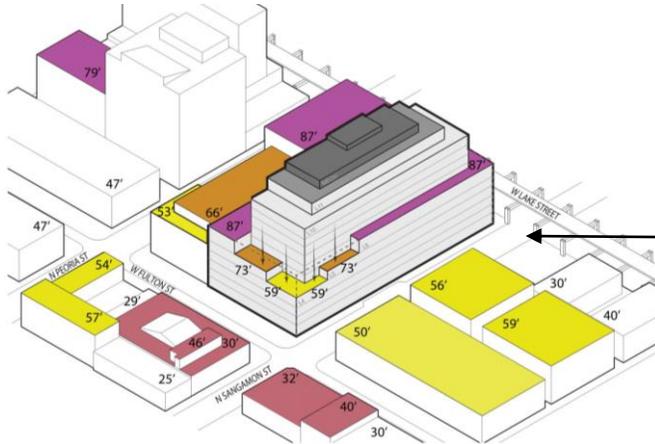
Fulton Market Cold Storage
Mechanical Steel Wheels (Interior Detail)



ZONING CODE
17-8-0907 Building Design.



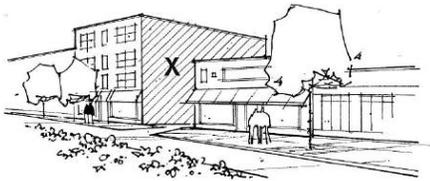
17-8-0907-B General Guidelines.
2. Buildings located at intersections should have prominent design and lighting programs, due to their visibility.



17-8-0907-B General Guidelines.
1. The existing context of a site should be respected in the design of adjacent new construction. This includes the existing general size, shape and scale, site plan and materials of surrounding properties. High- rise buildings or towers should respect the context and scale of surrounding buildings with setbacks at appropriate heights which will also reduce the apparent mass from street level..



17-8-0907-B General Guidelines.
3. All sides and areas of buildings that are visible to the public should be treated with materials, finishes and architectural details that are of high-quality and appropriate for use on the primary street-facing *façade*.



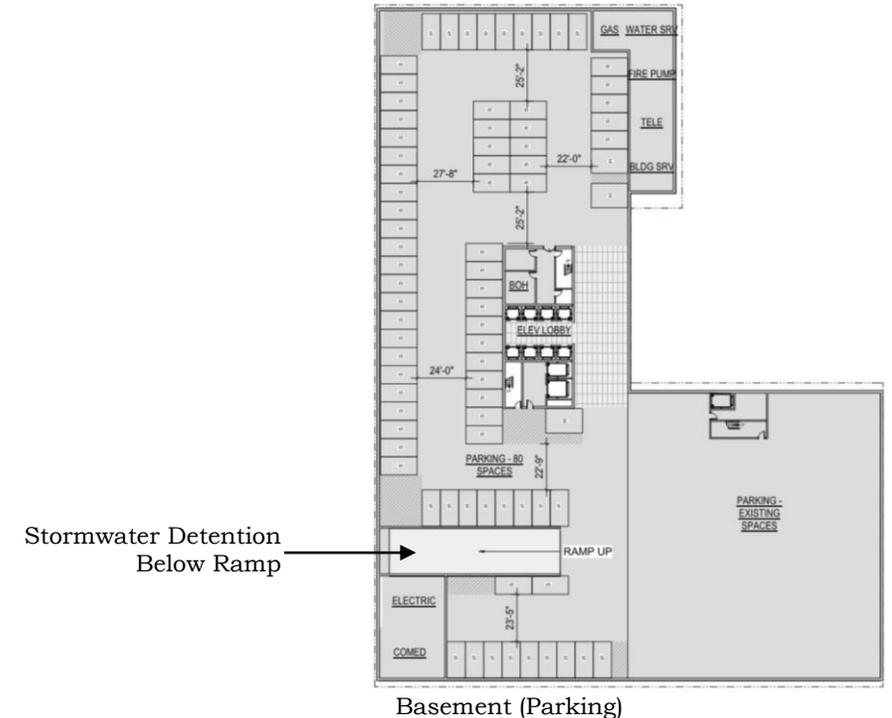
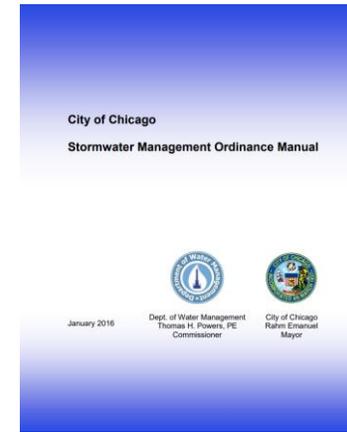
Visible sidewall



Visible sidewall

★ Stormwater Management Policy

- Total Site Area: 63,684 sq.ft.
- Project is a Lot-to-Lot development with an 11-story building.
- Project will have parking on the lower level.
- Detention will be provided below the parking ramp and in un-programmed space in the lower level. There may be a need for a lift station, but that will be determined as we move into the design phase of the project.
- Sewer lines: 12in in Lake St., 24in in Sangamon St., 54in in Fulton St.
- We anticipate meeting the volume control requirements through the impervious area deduction using the green roof.
- Project will meet the requirements of the Stormwater Management Ordinance.





Economic and Community Benefits

Estimated Project Cost: **\$250,000,000**

Construction Jobs: **250 - 300**

New or Retained Office and Retail Jobs: **1500 - 2000**

Neighborhood Opportunity Fund Contribution: **Up to \$4,580,144**

Rehabilitation and Reuse of a Contributing Landmark Building in the Fulton-Randolph Market Historic District.



DPD Recommendations

- ❖ The proposed planned development is in general conformance with the Fulton-Randolph Market District Design Guidelines approved and adopted by the Chicago Plan Commission. Details of which were included the staff report;
- ❖ The proposed planned development gives priority to the adaptive reuse of an historic building (per 17-8-0911);
- ❖ The proposed planned development promotes economically beneficial development patterns that are compatible with the character of existing neighborhood (per 17-8-0103), as evidenced by the design of the project, and the fact that the proposed uses will meet the needs of the immediate community;
- ❖ All sides and areas of the buildings that are visible to the public are to be treated with materials, finishes, and architectural details that are of high-quality and appropriate for use on primary public-right-of-way-facing façade (per 17-8-0907-B-3);



DPD Recommendations

- ❖ Building Orientation and Massing (per 17-8-0905-B), as evidenced by the primary pedestrian entrances being located at sidewalk level and forming a significant focal element of the building, this may include, by way of example and not limitation, breaking up a long façade with vertical bays or proportioning a curtain wall with additional mullions;
- ❖ Urban Design (per 17-8-096-A), as evidenced by reinforcing desirable urban features found within the surrounding area, such as siting patterns, massing arrangements and streetscape characteristics;